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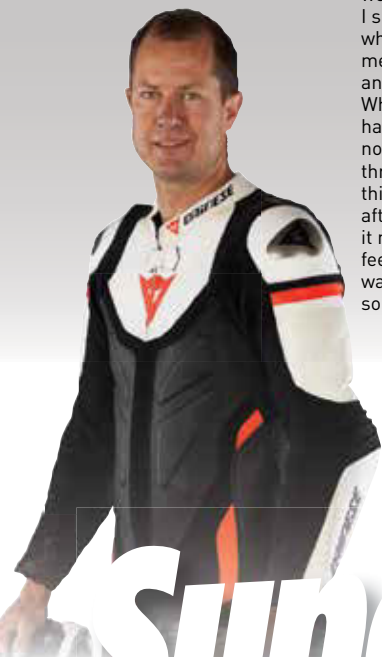
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The SA editor

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082 887 2053



“

Allowing for a little “guy” time. It’s 21h30 the night before we go to print and this is the first time that I have left the writing of my stories so late. But I do have a valid excuse, or at least I think so. You see I have a friend who is to me what kryptonite is to Superman and I cannot say no to him! So, during the frenzy of our deadline rush, Thomas Eich gets to hear that I have the new Kawasaki H2 on loan from KMSA. Well put it this way, it did not take him long to convince me that we should take a ride down the satellite road, especially in the week as there are hardly any cars so it’s quiet. Did I mention that we had the latest ZX-10 with us as well, but that’s for next month’s mag? So, I slipped out of the office under the radar while everybody was frantically busy, met my friend Thomas and we buzzed up and down the satellite road a few times. When we stopped for a bit in between we had a good laugh because the fuel does not last long when it is being chased through the Supercharger. What a mad thing to be doing at 3pm on a Monday afternoon. What a bike this new H2 is and it makes me wonder what the H2R must feel like? Being on such a buzz, there was no chance of going back to the office, so we promptly carried on riding for a

while, ending up at Nikita’s for a peri-peri chicken late lunch or early dinner to be more correct. When I arrived at home later that evening, my missus was not quite as friendly as I would have hoped, but I had just had the time of my life. The next day we both sent the obligatory text messages saying how sorry we were but, goodness, I’ve never felt so alive and it’s good to be a guy who needs a little guy time. My point is, it does not have to be fast or reckless, but do something impromptu, phone a friend and just go and meet somewhere for lunch, it will most probably be the best afternoon of your month. Biking is great and even better shared with your buddies. Did I mention you should take an H2 for a ride? It’s not the outright power that will impress you but rather the way in which it builds up from lower revs with the supercharger. This bike is a machine - I liked it last month after spending just one day with it but now I absolutely love it! Faster is definitely better!

Talking about riding with buddies, here at SuperBike we have started Bike Night which is the first Thursday of every month and we always end up at the same venue in JHB city centre which is Arts

on Main. Last month (July) we had 200 bikes on the Mandela Bridge and what a sight to behold it was. It’s a great night out with like-minded individuals, it’s a celebration of motorcycling in any form from scooters to cruisers, adventure bikes to superbikes and even though it’s cold now, the camaraderie will keep you warm. Like us on our Facebook page and you’ll be notified of our next outing. It’s a blast. We even had Darryl Curtis on his Dakar bike with us and for some or other reason he did not want to ride on his front wheel at all. Quite impressive to see the man’s skill level, he should be locked up though.

Thank you to all of you who filled in our survey on Survey Monkey, there were exactly 761 of you who made the effort. Natalie shares the results of the survey on page 62 and please let us know if you have not received your Oxford neck warmer by contacting Michaela on info@superbikemag.co.za and she will follow up for you.

Until next time, ride safe and call a buddy for a ride!

Clinton Pienaar Editor

SuperBike

OPEN IT UP!

The South African Team



SuperBike

MANAGING EDITOR

Natalie Brits
011 791 4611
natalie@superbikemag.co.za



SuperBike

LEAD DESIGN
ROAD TESTER
Gareth Davidson

011 791 4611
gareth@superbikemag.co.za



SuperBike

SUBSCRIPTIONS

Michaela Vorster
011 793 4255
info@abiking.co.za



SuperBike

CONTRIBUTOR

Bill Hunter
bill@billysbikes.co.za



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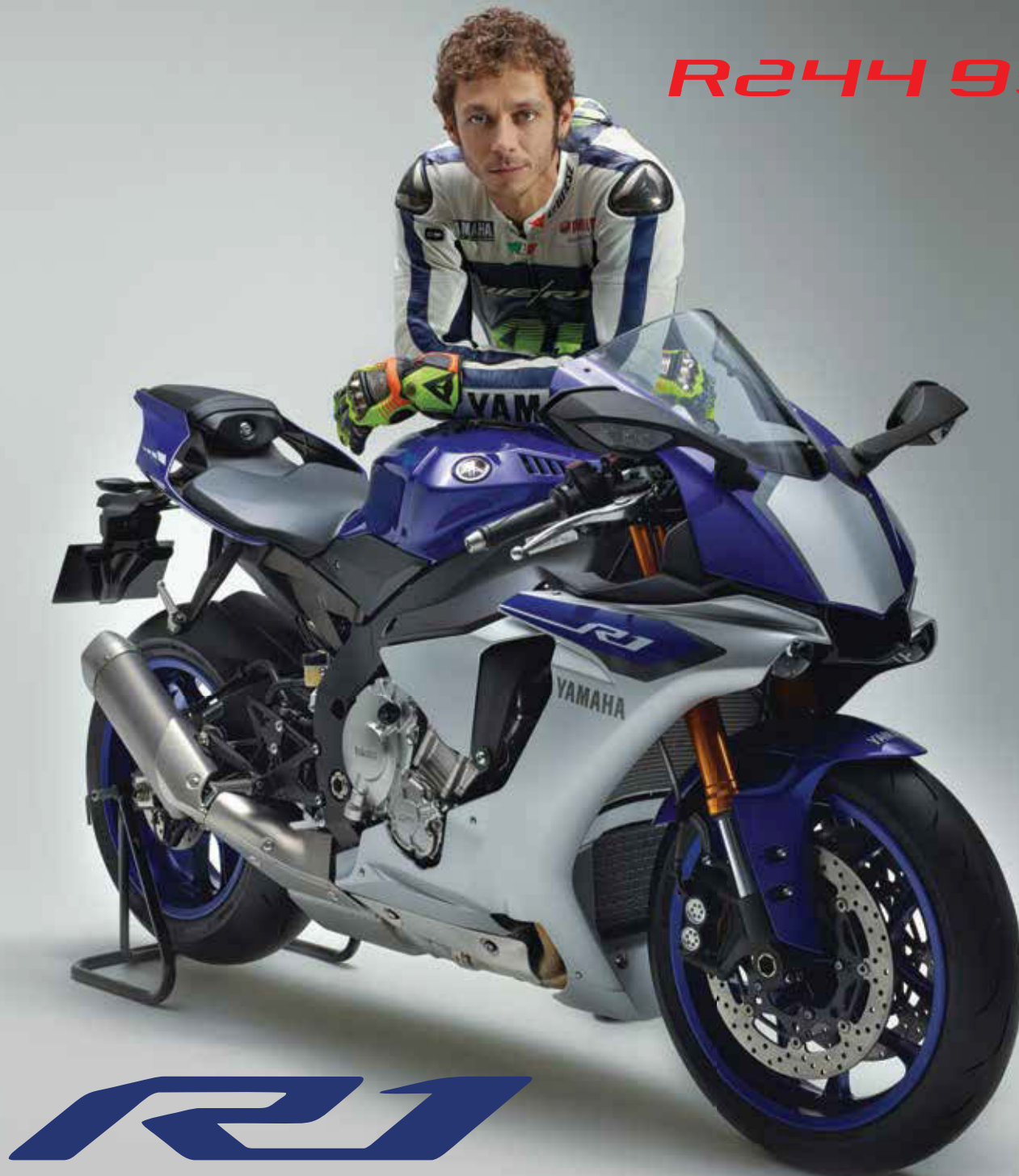
Joke
of the month

When wearing a bikini, women reveal 90% of their body....men are so polite they only look at the covered parts.

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CONTENTS

AUGUST 2015



COVER FEATURE

34

SUZUKI GSX-S1000F

We got to test the first one in South Africa.



38 Nissan GTR Vs. Yamaha R1



66 Sand experience 2015

REGULARS

- 8 **NEWS:** Events, local and international news
- 14 **LETTERS:** Write to us
- 16 **SUPER STUFF:** Get your wallets out
- 42 **WHO THE HELL IS?:** Bike Craft
- 58 **SHOP FOCUS:** Harley-Davidson Bloemfontein
- 70 **WHAT'S IN A PATCH?:** Part 4
- 72 **Q&A:** Send us your bike troubles
- 76 **LONGTERMERS:** Triumph Scrambler gets new teeth
- 88 **RACING:** MotoGP, WSB and SuperGP

20 FIRST RIDE DIVERSE APPLICATIONS

How many different kind of bikes can you fit a Kawasaki 650 twin engine into?

30 FIRST RIDE INSANE IN THE MEMBRANE

The Tuono has always been a great bike. The new 2015 models are the best yet!

46 FEATURE PIRELLI SA BOTY

This is the build up article to the annual Pirelli South Africa Bike of the year 2015.

26 Harley-Davidson Street 750



50 FEATURE B.A.T

What does it mean and what do they do?

54 FEATURE TRIUMPH TRACKDAY

A bunch of Triumph owners meet up at Red Star Raceway once a year to enjoy a day filled with fast riding.

62 FEATURE READER'S SURVEY

We wanted to get to know you better and now that we do, who are you?

82 Classic racing



100

BUYER'S GUIDE

NO ORDINARY
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FOR THE RIDE

FRONT END

- NEWS
- NEW BIKES
- PEOPLE
- EVENTS



HERO BUY ALL ERIK BUELL'S SHARES AND NOW OWN EBR USA

Reliable sources in the USA have said that the massive Hero Motor Corporation are to buy out all of the EBR

shares from Erik Buell and now own the Erik Buell Racing operation in total. Sources also said that Erik Buell has also been given full time employment and the famous American motorcycle brand will remain in place. This is great news for EBR customers and fans along with their agencies and dealers worldwide. This move could also see the EBR WSBK team back on the race tracks again.

APRILIA TUONO V4 1100 RR THE FAST-EST AND SPORTI-EST NAKED EVER IS NOW EVEN BETTER

Tuono V4 1100RR, the latest and most spectacular evolution of a sport naked dynasty, is now here and available from Cayenne. In this issue please see the full test on the RR. Pictured here is the Factory which will be in South Africa soon.

For more information and to reserve your new Aprilia Tuono 1100 RR call Berto, Clinton or James on 011 244 1900.



BMW RIDER ACADEMY

The BMW Rider Academy has updated its fleet of motorcycles for training courses. With the demand for training growing and the need to accommodate riders from outside of Gauteng, the Rider Academy now has the use of 10 x F 800 R motorcycles for training purposes. The motorcycles will be used by riders that either don't have a motorcycle currently or don't want to use their bikes for training. Also riders from outside of Gauteng can now make use of the fully equipped facility at the Zwartkops raceway where motorcycles and rider gear can be provided to customers.

The courses that the bikes can be used for range from beginner to the popular safety course as well as the advanced cornering course on the race track and the defensive road riding course. Not only are these bikes

available but if a rider wishes to test ride a bike like the R 1200 GS, F 800 GS Adventure, F 700 GS or experience a 2015 S 1000 RR during a training course they can talk to the instructor on the day.

Should a rider wish to participate in any of the training courses on the new bikes, he/she has to be in possession of minimum a learner license. For more information please visit www.bmw-motorrad.co.za and look for the rider academy tab. Or email fran.blofield@partner.bmw.co.za.

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From the DNA of a supersport legend comes the pure sport roadster, the GSX-S1000, a motorcycle built for real-world excitement. Inheriting the genuine engine and main components of the GSX-R1000, this thrilling machine puts the feel of world-beating performance in your hands. Take it to the streets, take it on the highway and get comfortable stretching every ride into a journey. In this issue is the full write up of the faired version which will tell you a little more about the engine components, etc which are used in both bikes. Both bikes are expected to arrive in South Africa by October 2015. Visit your local Suzuki dealer and book yours now!



Reader's Survey lucky draw for the Honda MSX125

We have now closed off the survey and one of you stands in line to win the little Honda MSX125. Don't forget to keep your cell phones on as we will be doing the draw in just a few days. Holding thumbs for all of you!



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2015 Italian Festival

Breaking news! The Cayenne Group announced recently that they are beginning preparations for one of their biggest festivals yet - The 2015 Italian Festival. They will be featuring all of their latest products from Italy including everything from motorcycles to accessories.

"As always we'll dress our store to suit the theme, with fresh pizzas, coffee, Parma ham, Italian bread and ice-

cream - all available on Saturdays" said Craig Langton. "It's going to be fantastic, with an amazing all Italian vibe and flavour!" Craig went on to say. "We have partnered with some major Italian companies in South Africa who have kindly offered to join in our efforts to celebrate our beautiful motorcycle heritage. We'll have activities for children ranging from building your own pizza to a nail bar for the ladies. There will be something for everyone. Most exciting is that it's the perfect time of year for us to launch and reveal our new models. We'll obvi-

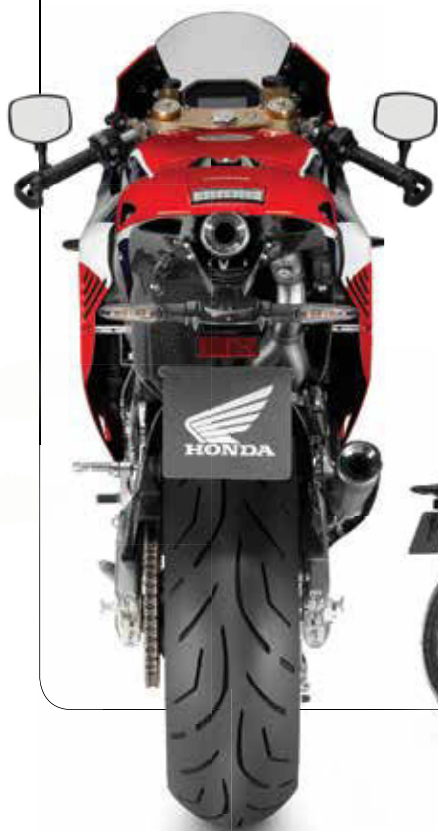
ously have incredible offers on all our brands."

For more information contact the Cayenne Group on 011 on 011 244 1900.



Honda to Launch RC213V-S by turning RC213V competing in MotoGP races into a model for public road riding

The RC213V is a machine exclusively for racing that has won consecutive championships in the MotoGP class of the FIM Road Racing World Championship Grand Prix (hereinafter called "MotoGP") in 2013 and 2014. Honda has made changes to some of the specifications of the RC213V, and will now introduce this as the RC213V-S. It is possible to ride the RC213V-S on public roads, and Honda has already started accepting order entry for this new model. For more information contact your local Honda dealer.



Easy-P systems

Easy-P systems are the universal bike parking and manoeuvring system designed to allow you to easily park a bike or scooter of any size, weight and type. The key points kept in mind when thinking of moving a motorcycle in a small or uncomfortable space are safety and ease of use. Thanks to Easy-P's modular concept, there is a solution for every bike!

To park a bike and a car in the same garage is often complicated. By using Easy-P, you are able to maximize the space efficiency in your garage without compromising the safety of your motorcycle. Stability, ease of use and attention to detail are the main philosophies of Easy-P.

For more information visit www.easy-p.co.za.



Dorna in major cross-platform partnership upgrade with Motul

Commercial rights holders of the MotoGP™ World Championship, Dorna Sports S.L., and French lubricant manufacturer Motul are pleased to announce a significant new partnership agreement which includes MotoGP™ title sponsorship, licensing, as well as cross-platform involvement in the World Superbike and the Junior World Championships. The 2015 season sees Motul as title sponsor for the Assen, Motegi and Valencia races; from 2016 the Argentinian round will be added to make it four, in a particularly long-term deal. Next season will prove significant for another reason as well, as Motul

will take over as the Series sponsor for the World Superbike Championship.

Its involvement in the series will see track-side advertising at every one of its MotoGP™ and SBK races, thereby strengthening its customer reach. And, if proof is needed of just how far Motul is delving into the world of motorcycle racing, it will also provide technical support to the Asia Talent Team in the Moto3™ Junior World Championship.

Motul and Dorna Sports SL will also launch an innovative social media hub under the #MotoGPBuzz banner, which will provide fans with a one-stop destination to follow and interact with the stars of the MotoGP World Championship. Through #MotoGPBuzz, fans will be able to take part in social media

driven competitions as well as getting access to trend-spotting tools, so they don't miss any of the social conversation around MotoGP. This new platform will be launched in the third quarter of 2015.



Perry Bikes New 2015 Husqvarna Deals and Suzuki demo day

When you purchase your New Husqvarna TE and FE Enduro bike, you will automatically get a Carbon Tec clutch cover, ignition cover (2T) and starter cover (4T) as well as exhaust, radiator and swingarm guards. If you are looking at buying a new 2015 Husqvarna motocross bike, Perry Bikes will give

you a R10,000 trade-in assist, so phone them on 031 566 7411 for more information on these never to be repeated Husqvarna deals.

However, if you are more of a Suzuki person, Perry Bikes will be offering test rides on selected demo Suzukis from 5th to 15th August, so visit them and receive your free Perry Bikes T-shirt. Also don't miss out on their 2015 blow-out sale and other great deals available in their accessory store. Ts & Cs apply. Available while stocks last.



Westside Motorcycles

There's a new motorcycle shop in town run by Wayne Berrington-Smith and Nickolas Gertenbach. Westside Motorcycles is an authorised insurance repair centre specialising in suspension servicing and modifications, race and track day preparations, engine modifications and rebuilds. In addition to this they service all makes of motorcycles and are on hand to offer technical support should you require it? Westside Motorcycles can be located at Unit 10, 5 Star Business Units, Galaxy Road in Honeydew. Alternatively, contact them on 082 455 8667 (Wayne) or 071 260 9421 (Nickolas).





Wilmarie, Gareth
and George

AutoCentral, powered by AutoTrader on CliffCentral

Industry digital giant, AutoTrader, has joined forces with pioneering digital content hub CliffCentral to bring you AutoCentral – an expert motoring infotainment show. Get behind the wheel every Wednesday from 1-2pm with SASpeedQueen, Wilmarie Janse van Rensburg and gear up for all things motoring, from affordable cars to the speed machines dreams are made of, bikes, 4x4s and more. The show will also feature regular appearances by AutoTrader's automotive and digital CEO George Mienie. Mienie will help put a fresh spin on motoring, providing thought-provoking insight into making everyday car shopping decisions.

"We're thrilled that AutoTrader have partnered with us to create a show about everything to do with motoring. I think this will become a real petrolhead podcast" said Gareth Cliff

Faux Pas

In the July edition we ran the story on the Scramblers and got the price wrong on one of the models tested. Our apologies for this. The actual price of the Moto Guzzi Scrambler starts at R119,000 and not R139,000 as published.



B SURE INSURANCE BROKERS AND B SURE IT SOLUTIONS SUPPORT THE CAYENNE SHOPPING FESTIVAL

B Sure Insurance Brokers and B Sure IT Solutions, Cayenne's preferred business partners handed over a printer to the value of R15,000 as a prize for their Shopping Festival daily lucky draws.

"We have had tremendous support from our partners who have really come to the party. The B Sure Group have really been great with their superb prize and they are great business partners who have played a huge part in the Cayenne Group's success over the years and we thank them for their support," said Craig Langton, co-owner of the Cayenne Group.



Caption L/R Jacqueline Shaw – FNI Manager of Cayenne World, middle- Byron Edwards – Executive Manager of B Sure Insurance Brokers and right- Nicholas Mackenzie – Executive Accounts Manager of B Sure IT Solutions
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▶ HONDA NC700

Good day Clinton

Thanks for a great magazine.

I refer to your October 2013 issue and specifically to the letter of Mr Johan van Vuuren about the Honda NC700. Is it possible to supply me with the telephone number and/or e-mail address of Mr van Vuuren? I would like to speak to him.

I own a NC700 and it is a fabulous bike. I fail to understand why it is regarded as a commuter bike only. I see no reason at all why this bike cannot take the open road to Cape Town for instance. My wife and I (84kg and 70kg) travelled to KZN recently to visit our daughter and we travelled with a top box and panniers and the NC is a "peach" on the open road. In fact, two years ago we went to Cape Town, via the garden route to KZN and back to Pretoria on my previous bike, a Honda Varadero. To be very honest, if I have to do the same trip again, I would prefer my NC700.

I also see no reason why the NC700 cannot be marketed as a commuter/dual purpose/mid range touring bike. Perhaps Honda SA should change their marketing strategy or they do not understand what their own bike is capable of.

In fact, in the July issue of your magazine, you published an advert from Honda Umhlanga. They modify NC700s into dual purpose bikes. I kindly refer you to the following website: www.rideapart.com/2013/rideapart-review-honda-nc700/ where you can see what the NC 700 is capable of on the dirt. I also refer you to Johan Schonfeld at Honda Zambesi. Ask him for a picture of a NC700 that he has on his floor – this NC700 has been modified into a dual purpose bike (belly pan, crash bars, foot pegs and dual purpose tyres fitted).

Recently I met a guy by the name of Carlo who also owns a NC700 and has done numerous long distance trips

IN ASSOCIATION WITH



This month our lucky reader wins an HJC crash helmet that offers maximum safety with an excellent level of comfort and style.

**Please note that the prize may be changed at any time at the discretion of the supplier should there be stock issues.*

Why HJC?
Because Jorge Lorenzo says so.



on his NC700. Perhaps you would want to speak to him as well. I'm sure he wouldn't mind.

Lastly, you said the Transalp is a very underestimated bike. That is true, but believe me, if there is a very underestimated bike in this country it is the NC 700.

Keep up the good work. All bike lovers also love your magazine.

Johann Alberts

Hi Dr Johan

You need to start getting your plans together for 2016 and come join us on our Isle of Man trip, we tour through Lake District from the south of England, then through Scotland, Isle of Skye, Northern Ireland and then back to the UK via the Isle of Man. All on your own bike!

Your letter is going to make our letters page, I love the fact that you rate the NC so much, people put a label on a bike sometimes and it sticks. The NC, being a Honda, is reliable, dependable and fantastic value for money.

Regards
Clinton

▶ WHAT'S IN A PATCH?

Hi Natalie

Thanks a lot for your piece on the protocols of organised biking, it helps a lot. Do you perhaps have a printable version? We have a lot of new bikers and would like to let them know how the rules work.

Lennie Aspelting

Hi Lennie

A good starting place is to visit the Pretoria Biker Council's website on www.pbclubs.co.za. They have a downloadable document there that can be printed out.

Natalie

▶ THE BIKE RACE

Hello Clinton

As always, thanks for a great mag! There is no better bike mag on the continent. The wait is finally over and recently I took delivery of a new Multi S, iceberg white. The handling is crisper, lighter, and faster, with a serious throaty roar from the air intake accompanied by a surprisingly loud bellow from the new exhaust. My fat bottom sits plush in stitched seating and overall the new bike is super sophisticated and downright smart. It's a larney thing. My phone even links via Bluetooth into the dash, it's a frikkin clever bike. You can also have a Multi with an airbag sensor, it's way-out stuff. Nothing touches it, its technology is so far ahead of BMW, KTM and the archaic Triumph that it will take years before any other manufacturer produces anything like it.

And that is the interesting point, where are we heading with technology in bikes? The Multi S has more technological comfort and safety features than a car costing five times more, it is streets ahead of a lumpy knobbly GS, and the KTM looks downright comic in its out-dated cladding.

Ducati is clever of course, by launching



HJC: #1 IN THE WORLD

the Scrambler, plain, simple, undiluted fun, you cannot beat simplicity. You can choose (from the same shop) simple, fun, or super sophisticated larney.

Where is the bike race heading? Back to basics or super technology? Which one? Last thing I wish to have is a supercharger or turbo bolted to my bike. Drive any modern diesel turbo, it is an awful experience and so limited in application, the modern petrol turbos are ok-ish but nothing as raw and fun as natural aspiration. And the modern car's driving experience is so diluted it is approaching sitting at home on your couch staring at a screen. No thank you. And this is where bikes are heading too?

I suppose it boils down to consumer taste, my bottom line and first preference will always be basic, clean, good fun and the Scrambler is perfect. But when you want to tour fast, two-up with luggage, travelling in comfort in any weather and at your choice of speed, you need top spec and technology. You choose.

The first trip will be circling Lesotho (we've done enough Katse Dam for now) and then the entire South African coastline from Kosimeer to Alexander Bay. Hmm I've got to re-think Kosimeer, the Multi is not an off-road bike...

Of course it goes hand-in-hand with slick and professional service and personal attention from Ducati Randburg, thanks Sasha for excellent service and caring about customers! What a well-run shop.

Regards
Gideon Vos

Hi Gideon

It's always nice receiving letters from readers who are happy with their choice. I'm glad you also experienced the Multistrada with its new engine the way I did. In none of the press kits did they say this, but I personally feel that this is the first time you can actually see some influence from the Audi ownership making its way down the line to their in-house motorcycle brand. The variable valve timing has been around for years but it has just not been executed in such a near perfect way. You are obviously a Ducati man through and through so you will be blinded a little with regards to what the others also have on offer. But I like it, few brands stir emotions like the red brand does.

I agree with you on the technology front, where are we heading? But, having said this, there will always be a place for a plain and simple motorcycle with no technological rider aids, just a nice engine and good handling. When you pop down to Kosi Bay, be sure

to pop in at an old friend of mine, Ken Whitfield at Utshwayelo Lodge, you'd be able to get to his place easily and once there he has a few transport options to get to Ponta and the Lake without using your bike. You see, here the BMW and KTM guys would come at you with an avalanche of arguments about their off-road prowess.

Regards
Clinton

▶ WHAT'S IN A PATCH?

Hello Natalie

Take some advice – wind your neck in and learn to accept valid criticism. Blom Flower is right on the money and certainly knows and understands what he or she is standing for. You on the other hand haven't a clue. Your articles are little more than a load of bureaucratic codswallop – they have nothing whatsoever to do with wearing a patch. Lose your source and do some proper research – a Sunday morning at any of the popular bikers' watering holes (the Upper Deck for example) would be a good place to start.

You are likely to find that wearing a patch is about pride, fun and fellowship, qualities that so enhance the already awesome experience of riding a motorbike. It certainly is not about ego, self-importance and strangulating rules.

I would also point out that Blom Flower is a reader of SuperBike i.e. a customer, and is quite entitled to use an "alias" if he or she chooses. You on the other hand are an employee of SuperBike (partner excuse me – Natalie). Your comments as to how you identify yourself are just plain silly. Oh, and have a look at Bike SA's advice on starting a new club – you will find it is actually a lot more simple and a lot less threatening than the process you have described.

Good luck on the remainder of the series. The idea is a good one.

John Wildman

Hi John

Let me start off by saying, who in this civilised world of ours uses language like wind your neck in to a lady? Please mate, understand me correctly, Natalie on my request has started doing this column for us. We knew it was going to be a sensitive issue and we did a lot of research as to

get our story correct. Our first port of call was Rene Changuion from CMA who then pointed us in the right direction. Smiley the President of the Pretoria Bikers Council heads up one of the biggest biker groups and he pointed us to their website www.pbclubs.co.za where our information was gathered. They in turn fall under the national Bikers Council which has been around for years. So if you have got a more accurate source for us to get our information from we will be more than willing to look into it. But for now, I think we are on the right track and I commend Natalie on a job well done. Believe me; I did not know that there were so many rules.

South Africa is unique in that we have such a loyal club/patch rider following. I'm going on a personal feeling here now but I am fairly well travelled in the biking world and nowhere in the world, including the USA, have I seen such a big percentage of the biking community be part of different clubs. SA bikers obviously enjoy being part of similarly minded people and like the feeling of belonging. It's a culture that has come about over many years and if you can believe some of the old stories from the 80s and 90s, no wonder such strict protocols have been put into place. The boys were wild back then.

Blom Flower was also so attacking, not specific at all and just generalising about the incorrectness of the article. I for one also hate it when people give plenty of criticism but shout it from behind a wall in the darkness like on web based forums. Stand up, be a man/or a woman and say your say, be civil, have respect and say what you mean and mean what you say and put your name at the bottom of it.

I have got to tell you while I'm on a roll here, so far Natalie's column has been really general and broad, I'd love for her to climb into some detail about what some clubs rituals are for joining and what some of them have as rules which might seem a little out of the ordinary to most or even sexist. We are a magazine after all and you need some juicy detail to talk about at the next club meet.

I'm sure if a few mates got together and wanted to form a club it would be allowed, but again, they would have to get permission. I've heard of many clubs who have gotten into trouble for having colours that are too close to other clubs and using colours which to other clubs are sacred.

Invite us to join your club on a ride one day and we'll come and bring each of your members a magazine, just to show we also enjoy the brotherhood of biking.

Clinton

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DIVERSE APPLICATIONS

Words: Gareth Davidson **Pics:** Gareth Davidson

In 2007 the Kawasaki Versys 650 was introduced to the world for the very first time. It borrowed a few design elements from dual purpose bikes and sport bikes, sharing characteristics of both, but not neatly fitting into any of the two categories.





The name Versys is a portmanteau of the words versatile and system. The Versys is based on the same platform as Kawasaki's other 650cc twins, the Ninja 650R and the ER-6n.

The Versys 650 shares the same electronics, engine, wheels, brakes and main frame as its siblings. Where it differs is in the riding position, rear sub-frame, suspension components

and engine tuning. The Versys 650 has a 649cc liquid-cooled, four-stroke, parallel twin engine and has been tuned for more bottom-end and mid-range torque. This is achieved with different camshafts and fuel mapping. This causes peak torque to occur at lower engine speed and provides better throttle response in the 3,000 to 6,000rpm range. In addition a balance tube has been added between

the exhaust headers to smooth out the power delivery. The Versys 650 has a claimed power output of 59.4hp at 8,400rpm, compared to the Ninja 650s 65.7hp at 8,400rpm. Torque is a claimed 57Nm, compared with the Ninja's 61.7Nm.

The suspension has greater vertical travel and more adjustability than the suspension found on the ER-6n and the Ninja 650R. On the front the 41mm



Kawasaki
Versys 650
R89,995

Kawasaki Versys 650

ENGINE

Type: 4-stroke, Parallel Twin
Displacement: 649cc
Bore and stroke: 83 x 60mm
Compression ratio: 10.8:1

BRAKES

Front: Dual semi-floating 300mm petal discs, 2-piston callipers
Rear: Single 250mm petal disc, single-piston calliper

DIMENSIONS

Ground clearance: 170mm
Seat height: 840mm
Curb mass: 216 kg
Fuel capacity: 21 litres



Kawasaki
Vulcan S
R85,995

Kawasaki Vulcan S

ENGINE

Type: 4-stroke, Parallel Twin
Displacement: 649cc
Bore and stroke: 83 x 60mm
Compression ratio: 10.8:1

BRAKES

Front: Single 300mm disc with twin-piston calliper
Rear: Single 250mm disc with single-piston calliper

DIMENSIONS

Ground clearance: 129mm
Seat height: 706mm
Curb mass: 226 kg
Fuel capacity: 14 litres

inverted forks are externally adjustable for preload and rebound damping unlike the Ninja 650R and ER-6n's conventional and non-adjustable forks. The right fork leg carries the damping cartridge while both legs contain springs. The rear shock is adjustable for rebound damping. Suspension preload is adjustable on the rear via a C-spanner on the shock. The rear shock is directly connected, without linkages, to a non-symmetrical, gull wing, aluminium swing arm instead of the more basic steel swing arm used on the Ninja and ER-6n.

By now you should be wondering when I am likely to introduce the purple cruiser that is stood beside the brand new Versys 650 in the story opener. Well, this too, like the Ninja 650R, ER-6n and the Versys 650 shares the same engine. The Vulcan S has a 649cc motor with revised cam profiles, plus a modified intake track, exhaust and ECU. These changes, along with 28 percent increase in flywheel mass, have resulted in improved low-mid range response and smoother overall operation. Riding the two bikes back-to-back down the usual "breakfast run" route near Hartbeespoort Dam, it was a big surprise to feel that the



Vulcan's motor is quite noticeably more responsive than the Versys' motor. This is basically down to the changes made and maybe the Versys deserves the same, let's call them, "upgrades".

Both bikes share the same heart but

have very different end users in mind. A lot of cruiser manufacturers are opening a large, entry level cruiser, segment. This is Kawasaki's answer to the buzz. Now we can't place these two bikes head-to-head as it would be unfair and we would come out with



2014 Versys 650

R 65 995



2014 Versys 1000

R 99 995



2014 KX 85

R 31 995



2014 KX 100

R 36 995



2015 ZX-10R

R156 995

Ninja



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totally useless conclusions. So by rights, they deserve their own "first ride" impressions.

Let's start off with the Versys 650. Did you know this bike is a great bike to learn how to wheelie on? Don't let the guys from Kawasaki SA know this, but man, don't be fooled by the commuter clothes that the Versys 650 is dressed in. Yes, it is a brilliant commuter and does everything according to the text book but, as a Sunday-fun-day bike, you wouldn't be too disappointed on a breakfast run. Now note I said "you wouldn't be too disappointed", the part that would disappoint, and it is only one part, is the performance output of the motor. The motor is not very exciting and this must be kept in mind but, for its intended purpose, it is all that is needed. Oh, and did I mention that it is a great wheelie machine? The bike turns well and is never nervous through high speed bends. The models we get in South Africa are unfortunately non-ABS versions, which could become an issue for a few buyers, so be aware of this. This might change in the very near future.

The Vulcan S is simply, a fun little cruiser. Cruisers are normally big and bulky with a terrible centre of gravity, have a major negative steering feel and are longer than the Gautrain. This little bike, well, is little. It is very light, has a low seat height and the most neutral steering feel. All the weight is placed right at the bottom of the bike and, even on the bends, you might be scraping pegs more often than not. This would not be due to poor ground clearance but is more a fun-factor issue you might experience. I mentioned that the motor is a little perkier on the Vulcan S which is noticed mainly when overtaking cars. The Vulcan makes for less effort having to drop a gear and instead just rolls-on and gets the job done. The Versys lacks a little in this field but dropping a gear is not the end of the world is it?

Aimed at new riders, I believe that the Vulcan S is a winner and most definitely one of the easiest get-up-and-go bikes to ride, if a cruiser is your thing. The Versys would be more my kind of bike, it just does everything you want it to do, exactly as the book says. Put an aftermarket exhaust on any of these two bikes and just the sound alone would sell the bike to you. They have a very distinctive off-beat tone that is hard not to enjoy.

Both bikes come in at under the R100k barrier, and I believe they are worth more than what you will pay. 



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HARLEY-DAVIDSON

STREET 750

Words: Gareth Davidson **Pics:** H-D Press

If you've ever seen the TV series *Sons of Anarchy*, you will notice that this bike looks like it was taken straight from the set and put onto showroom floors because, at first glance, it has that real cool factor about it.

The Street 750 is the first, new, Harley-Davidson model in 14 years and even though there have been other models that have included changes and upgrades this is the very first one that is new from the ground up in over a decade. This means it is a very important model for the iconic brand and I would say it is aimed at a younger market and sized to attract ladies or new riders. The Street 750 is typically what its name suggests, a street bike.

You'll get the best out of the bike during everyday use or as a general town runabout. The Street 750 has a compact, and I mean very compact, riding position, which will mainly suit smaller statured riders, but taking this bike over longer distances can be quite uncomfortable and unpleasant, even for the shorties out there. The foot-pegs are raised, 'bars easy to reach, the tank sits in a low-slung position, which helps lower the centre of gravity and holds about 13 litres of fuel.

With both feet up and on the move, the bike has an extremely light feel to it with very neutral steering and good ground clearance. The Street 750 offers a 749cc engine that has quite impressive punch for its size but it definitely does not feel like a Harley-Davidson which is not a negative point. The gearbox lets each gear fall directly into place without any noise or jerking and a nearly flat torque curve and power that builds steadily makes the bike enjoyable to ride. For ladies or newer riders that are afraid of too much torque, you'll like this one. The brakes are decent enough for what the bike needs and, with a dual-piston calliper up front, you are assured that little effort needs to be put in to the front brake lever to come to a stop. The lever did, however, have a spongy feel to it, but the bite of the brakes is not aggressive at all. With that said, the brakes will not intimidate the worried rider.

A few points I do need to mention, and maybe it's just me, but the brackets for the foot controls are made of stamped steel and look to be of low quality while some of the details that Harley-Davidson have been known to be very good at, such as hiding cables and wiring, were not a priority on the Street 750 it seems. Also, the nut and bolt that secures the swingarm to the frame was, for sure, a last minute thought and looks as if it was taken







Vivid black
R95,000
Solid colour
R98,000

SPECIFICATIONS

ENGINE

Type: Liquid-cooled, Revolution X™ V-Twin
Displacement: 749cc
Bore & stroke: 85 x 66mm
Compression ratio: 11:01
Torque: 59Nm @ 4,000rpm

CHASSIS & DIMENSIONS

Brakes (f&r): 2-piston floated calliper
Seat height: 654mm
Fuel: 13.1L
Weight: 222kg (ready to ride)
Steering head angle: 32°



directly off a 10-ton truck axle, they could have finished this off a little better in my opinion.

Looking at the price of this bike, where could you buy a brand such as Harley-Davidson at under R100,000 brand spanking new? This effort from Harley is to almost create a whole new "pool" in the Harley-Davidson lifestyle of biking. At a starting price of R95,000 the Street will be attractive to a whole lot of riders and I have seen quite a few on the road since my test last month. For around R10k more you could pick up an 883 Sportster but, I can assure you, it will not ride as easily as this bike and it is quite a bit heavier too.

Ultimately, it's those first-generation riders that will determine the success of the new Harley-Davidson Street 750. Why not give it a go if you know how to ride and have a valid licence? For all those thinking of planning their mid-life crisis, or thinking of getting into the Harley lifestyle, but do not want to break the bank, go and check this bike out. **SB**





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INSANE IN THE MEMBRANE



Words: Clinton Pienaar Pics: Gerrit Erasmus

The best sounding motorcycle on the planet bar none.

This is no way to start a test but I need to. The Tuonos have long been a favourite of mine, so much so I had one of the first offerings when they were just launched and I raced for the official Aprilia team. I've always loved Aprilia's mentality of not toning down their naked bike at all from the superbike donor bike. All Aprilia did was just remove two panels off the side, fit some MX bars and Bob's your uncle. Ok, it wasn't as simple as that but I think you catch my drift. This bike, now with 100cc more, is the most evocative sounding engine in the world, nothing sounds nicer. It's reminiscent of the RC45s that Edwards and Slight used to race in WSBK back in the day. It's closer to F1 than it is to the biking world and the exhaust flap that opens mid revs will give you a tingle down your spine every time. I'm not exaggerating, it's that good. The way the quick-shifter works at all revs sounding like the VW Golf GTi's dual clutch burp as you hook the next gear, is reason enough to just go out and buy this bike. Never mind that all the other elements are great, the sound alone should make you decide. I'd love to know what it would sound like with a proper full titanium system with no catalyst in it. I'm so impressed with this bike that I need to work on a project to get one but I am just not sure how to do it. This RR is unfortunately one of those bikes you casually glance over and I'm afraid it never really makes it past a serious thought when it comes to buying a bike. After living with the Tuono for a week this past month, I'm surprised that I did not want to spend some time with it earlier. I just did not pick it up on my radar but, actually, this is exactly the kind of bike that appeals to me. The last model was almost equally as impressive to ride but never sold in big numbers and there are a number of reasons why. Aprilia's dealer network is small with only Cayenne up here in Johannesburg and servicing will prove to be a hassle if you live at the coast. Also the resale value has normally not been that good but believe me when I tell you that this bike stirs your soul every time you ride it, and is that not what biking is about?

New for 2015 are two models on offer; the new Tuono 1100 V4 RR which is this one in the test and the Tuono 1100 V4 Factory which is currently on the water. They share the same high-performance chassis as the RSV4 superbike and also have the latest version of Aprilia's Performance Ride Control (APRC). The only difference between the R189,900 RR and the R219,900 Factory is the use of Öhlins suspension. The new engine's capacity has been increased to 1,077cc thanks to a new 81mm bore (up from 78). Pankl connecting rods and a new crankshaft were also added. Because of the larger bore, the spread of low to mid-range torque has improved and claimed maximum power output has increased from 170 horsepower to 175, not a big increase I know. The biggest jump in horsepower comes at 8,000rpm where Aprilia says almost 20 additional ponies have been gained from the 1,000cc and just by gauging with my personal acceleration meter in my head, I'd say they are

SPECIFICATIONS

Aprilia Tuono RSV V4 1100RR - R179,900**Engine:** 1077cc liquid-cooled V-Four, DOHC, 16-valve**Bore x stroke:** 81.0 x 52.3mm**Fuel delivery:** Fuel-injection**Clutch:** Cable actuated wet multi-plate ramp-style slipper**Transmission:** Six-speed**Final drive:** Chain, 16/42 gearing**Frame:** Twin-spar aluminium**Front suspension:** 43mm Sachs inverted fork, three-way adjustable for spring preload, compression and rebound damping; 4.72 in. travel**Rear suspension:** Gas-charged Sachs shock absorber, three-way adjustable for spring preload, compression and rebound damping; 5.11 in. travel**Front brakes:** 320mm discs with Brembo M432 monobloc four-piston radial-mount callipers; radial-pump master cylinder, stainless-steel lines w/ Bosch 9MP ABS**Rear brake:** 220mm disc with Brembo twin-piston calliper w/ Bosch 9MP ABS**Weight:** 184kg**Rake:** 24.7 deg**Trail:** 3.93 in**Fuel capacity:** 18.5l

Aprilia Tuono RSV V4 1100RR Factory
R219,900

about bang on with their measurement. Have I said that I love this bike yet?

There are some new paint colours for this year, white, blue, silver (one on test) and the Factory black and red. Ergonomically speaking, the handlebars are slightly narrower and the seat height is 15mm lower. There are now three engine maps to choose from and instead of the previous two of Sport and Track, Race is now included as well. On the Race setting you have less engine braking but the same engine mapping as Track. My preference for road riding and wheelies is the Sport setting; the pick-up is smooth and the throttle response less immediate. Even the ABS brakes have three different options. Predictably the front brake combination of 320mm discs and Brembo Monobloc callipers give strong stopping power, though on bumpy roads the Bosch ABS cuts in quite regularly before you switch it from the second road-based setting to the less intrusive track setting. The last setting allows for rear wheel lock-up or lift which would be your race setting. Staying on the safety features, (ATC Aprilia Traction Control) has nine settings; 1 to 8 goes from least to most which you can easily do on the fly from a toggle on your left handlebar, a la MotoGP. You can also switch it off if you need to wheelie but wait there is more. There are three settings of wheelie control as well (AWC Aprilia Wheelie Control). This too can be set on the fly with the two up and down buttons. If you are wanting to wheelie and just don't trust yourself yet, this system allows for varying degrees of height until a very smooth intervention happens; it's not a "balls on the tank" ignition cut, which is nice. Setting 8 is obviously for rainy weather because the intervention is early and the bike burbles and cuts power smoothly allowing very little power to the back wheel.


The Sachs suspension on the standard RR was fantastic and it was actually surprisingly compliant for our bumpy back roads. Too often manufactures make bikes like this too hard, yes, they have a split personality because they are very able sports bikes but for the most part they are going to be used as lunatic commuters and here the compliant suspension is a winner.



I wonder if the Öhlins fitted Factory will be as good as this for everyday use as we are drawn to gold suspension like moths to a flame.

Worth a mention again is, like on the Caponord, the ability to connect to your smart phone via an app to get into the various APRC modes and adjust and fine-tune them to various tracks. You can even set it up for different levels at different tracks and all downloadable from the app. Where is

it all going to end? As a racer you are going to have to pack in a nerd to be able to go fast! The meek will inherit the world!

In conclusion, Aprilia have made a brilliant bike better with the extra cubes and it combines almost equal to sport bike performance with the practicality of a daily commuter. The sound is something you can hear ringing in your ears long after the ride has finished. This bike is quite simply unbelievable and I want one! 

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- Weather-proof Design



K5 HEART TRANSPLANT

Words: Clinton Pienaar **Pics:** Gareth Davidson

Suzuki has launched two new models which will be arriving in South Africa in October and we get the first faired one to arrive in the country, namely the F, for a first ride.

First impressions are lasting and I was immediately taken by the looks of the new bike; it's fresh, it's funky and heads in a new direction for the big Japanese manufacturer. It's also great to see Suzuki starting to get involved with traction control and ABS brakes, but more about that just now. The riding position is not as far forward bent over the handlebars as the GSX-R and I, for one, predict that many ageing superbike riders are going to opt for this more straight up riding position. The straighter up riding position is also more comfortable for the pillion and the more than adequate rear seat will have the ladies also move the vote away from the small little token seats of the more sporty bikes.

I have always been a big critic of Suzuki for making beautiful bikes but then losing it when it comes to the detail of the finer things. For example the thin pipe tubing for the handlebars; yes, I know, they do not have to be fat tapered bars as you will never put a great amount of force through them, but as a manufacturer you need to spare a thought for the guy lashing out the cash to buy your bike. He sits looking at those flimsy looking little bars all day and they really do look cheap so, I'm happy to say, Suzuki has finally listened because this bike is fitted with proper Renthal tapered bars that look the part and compliment the beefy look of the bike. Staying on the looks department, the twin-spar aluminium frame is slightly lighter than that of the current GSX-R1000, and forms a design element of this bike and the swing arm is also taken from the current bike but in this format makes it looks brutish.

Engine-wise, Suzuki climbs into the ring against the other nakeds and although being short of outright power compared to the BMW's S 1000 R, the 1290 Super Duke and even the new 1100 Tuono, their recipe is a little different. They still make a claimed 144bhp which is much in the ball park of the other Japanese manufacturers, namely Kawasaki's Z1000, Honda's ageing





CB1000R and also the ageing Yamaha Fazer FZ1, but instead of searching for that ultimate top end power, they went through the parts bin and got hold of the GSX-R 2005 engine (long stroke compared to today's GSX-R) and installed that which they obviously detuned a little by installing more torque friendly camshafts, pistons, intake systems and exhaust. But what you get here, and have a look at the graph, is a user friendly, grin-inducing bike which puts Suzuki squarely where they should be positioned with this kind of motorcycle. It's designed not to be the fastest but rather just a hassle free, light handling, sporty by nature and a comfortable enough for a long haul bike. This bike seriously pulls from idle, with the very slightest slip of the clutch to get it going and from there you can just wind it open and a smooth torque curve whisks you away until you get a nice added pull at around 7,000rpm until the 11,500rpm red line. The trick for enjoyable, brisk riding is short-shifting and here it's worth mentioning that Suzuki gearboxes are commonly known as the nicest gearboxes and this bike is no exception. The light shift action with almost no clutch and just a slight dab at the lever, feels as smooth butter. I'd say that with the ease of getting this bike off the line quickly and effortlessly, the superbike rider next to you (unless he has his game face on) would be hard pressed to match the launch off the line; it is surprisingly easy and so repeatable as the power does not intimidate. Performance-wise I saw 260km/h on the electronic clock but I'd say that is about it, there's not much more to come from the bike after that and although we did not run our GPS unit on this ride, I'd say the bike is good for a genuine 250km/h.

Safety-wise, and I mentioned it earlier, Suzuki fits this bike with three-way, adjustable traction control, a first for their road bike range and I'm not including the DL V-Strom here. The varying levels allow you to choose from slippery, urban, rainy weather to grippy tar in dry weather. If you want to get up to any form tomfoolery you have to switch it off but even that is easy enough to do with a button on the left hand switch





SPECIFICATIONS

Suzuki GSX-S1000 FA (2015)

Engine: 999cc four-cylinder four-stroke, six-speed gearbox

Price: R146,500 (approximately, waiting for Zuma to alter it)

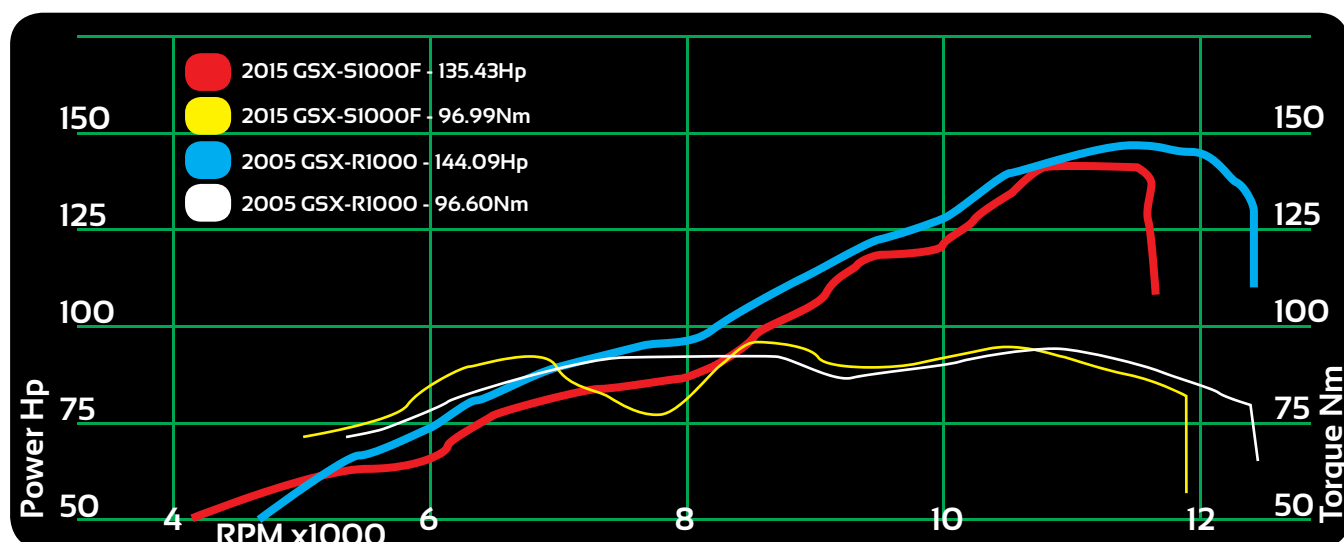
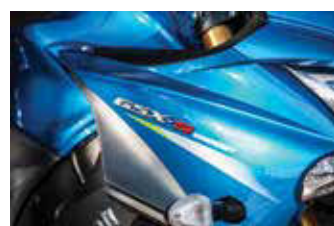
Power/torque: 144bhp @ 10,000rpm/78lb ft @ 9,500rpm

Top speed: 250km/h (estimated)

Consumption and range: Test average 16 km/l and with 17 litre tank above 260km

gear. It's interesting to note that the company's flagship, the GSX-R1000, still comes as a raw offering, unencumbered by electronic aids. It still remains the man's superbike in my opinion although we are a dying breed! Suzuki SA only brings in the ABS Brembo monobloc fitted bike and I'm a big campaigner for ABS brakes on bikes. These specific model brakes work a treat and definitely elevate this bike closer to the sport bike category as opposed to the touring category.

Price-wise Suzuki are aiming for this bike to come in at a lot less than its European counterparts at approximately R146,500 for the faired one and approximately R141,500 for the naked, but until the stock actually arrives they cannot confirm exact pricing. If they get it right the prices will be just about in line with the other Japanese opposition. Although Suzuki has taken their time to enter this naked or semi-faired fight, they have done so with aplomb and I will not be surprised to see many of these bikes on the road soon. It's quite a package at the price and I like this new direction that the Japanese manufacturer has taken. **SB**



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IS IT REALLY FASTER THAN MY BIKE MISTER?

Words: Clinton Pienaar **Pics:** Gareth Davidson, Gerrit Erasmus & Eugene Liebenburg

We've always known that a standard bike is faster than a standard car around a track, no matter what the car, but what if you modify the car a little?

Marius Knoesen, a well known South African motor sport participant, who raced me last year at Midvaal on my long term 2014 R1, has done just that. He did not take the beating lightly and vowed revenge. He took the standard car he raced against me and chucked a small fortune at it. He reckons that over a racing minute, he would have dropped about 5 seconds,

so this means that on a roughly two minute lap around Red Star, this car should be roughly 10 seconds quicker than a standard car which, if you've never driven in one, is already ridiculously quick.

First off he discarded the standard rubber and put on huge 20 inch rims with 315 and 285 TOYO Semi Slicks. This alone promised to drop quite a few seconds off over the standard car. He then fitted White

Line suspension imported from Australia which they fit to the big V8 racing cars there. The engine was also not left alone; the fuel system, injectors and intake were also replaced with COBB parts from the USA. On a dyno the car now made over 400kW on the wheels and the race was now on!

Not to be outdone, we approached Yamaha South Africa for the latest R1 and





David and Goliath and we are talking about the bike and car



not even the M version. We replaced the standard rubber with the latest Racetec Metzeler race compound semi-slicks, but that's about it. We also replaced the rider (me) with someone a little younger and faster but still in-house, which was our own designer, Gareth Davidson, who is currently leading the Battle of the Twins Championship.

We had a huge crowd at Red Star and the reason why we chose Red Star is because the track should suit the car better because of the hectic braking that is required and the 180 degree corners. Out of all the fence-sitters not everybody was convinced that two wheels would be victorious but I never wavered! Both did some laps to warm up the tyres and it was agreed from a safety point of view that whoever was in the lead by 100 meters going into a corner would do so safely and the rider/driver behind would let them keep their line, i.e. there would be no fight for position. Unbelievably as the flag dropped the GTR, with launch control activated, darted off immediately. The voraciousness of the pull-off is actually quite astounding and it really is like four gum balls spinning for traction. Compared to the car the bike actually looked quite civilised. They got to the first and second corners and the GTR had the line with the bike on its tail because there was nothing that Gareth could do to pass safely until he had the opportunity to set up the exit from turn 2. Coming out of turn 2 he stood the superbike upright and hooked second gear and I'm afraid, for the car boys, there is NOTHING on earth that accelerates like a superbike does and the crowd cheered as the bike darted away from the car and left it for dead. Even through the tight corners Gareth had the edge, flicking the bike from left to right. In the end we had over 8 seconds in hand as we crossed the line. Not really a race, I know.

So now we challenge the car boys; bring along whatever road legal car you like and we will get a standard road legal bike straight off the showroom floor. Maybe we should take a 600cc next time but that's just me getting ahead of myself. **SB**



Thanks to Metzeler for slapping some sticky tyres on the Yamaha R1.

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WHO THE HELL IS?

BIKECRAFT





Pics: Gareth Davidson

The Bike Craft Motorcycle workshop, situated in Rosettenville in Johannesburg, is doing some wonderful things with old classic motorcycles.

When I step into the place, it's like going back in time when I see the old school bikes in all stages of restoration. The infamous RZ50, MB5, TS, Gamma, GT380s and 750s, MR50, OR50 and many others all give the workshop a feel of the 70s and 80s, an era long time gone.

The dedicated team - headed by Nick and Keith and overseen by owner and dad, William - including AJ, Honest, Gabriel, Fred, Norman, Tanya and Lindy, run a very neat and professional operation.

The workshop is equipped for all and every biking need, from superbikes to scooters. Besides restorations they also do general servicing and repairs to all motorcycles, both on and off-road, as well as accident repairs. Bike Craft Motorcycles have a very efficient collection and delivery service




The Bike Craft team

so you don't need to get your bike to the workshop.

Motorcycle restoration has taken a huge upswing and so many guys want their school day motorcycles as mementos of their care free youths. Bikes are sent from all over the country to be given a new life at Bike Craft, from collectors to the guy next door who wants his old 50cc memories to share with mates and sons.

Bike Craft produce show-winning examples of their work; three gold medals, silver and a bronze were taken at the 1000 bike show this year, as well as the RD350, owned by Paul Danvers, which took best bike of the show, are all testimony of this.

Bike Craft also purchase all unwanted motorcycles from the 60s, 70s and 80s in any condition.

Visit their website at www.bikecraft.co.za or email them at bikecraft@iburst.co.za. Please also remember to like them on Facebook. 



Suzuki
GT750



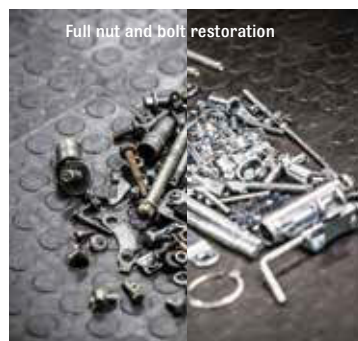
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Electric
Who will it

PIRELLI

South African Bike of the year 2015

It's amazing how, in its two short years of existence, the Pirelli SA Bike of the Year competition has thrown up two completely different results and it looks as if it could happen again this year. **Words:** Harry Fisher
Pics: Various

2013 saw the new liquid-cooled, boxer-twin engined BMW R 1200 GS take top honours, with KTM's 1190 Adventure a very close second. In 2014, it was KTM's turn to narrowly beat BMW but this time the bikes were naked sports bikes; the 1290 Super Duke and S 1000 R, with another naked bike, Ducati's Monster 1200S, in third.

For 2015, there are again adventure bike contenders but the naked bikes have moved aside to be replaced by full on superbikes in the final; no less than five of them, in fact.

A brand new Yamaha YZF-R1 is a very big deal for the Japanese manufacturer, bringing it bang into line with BMW's heavily updated S 1000 RR, especially in the electronics department. But have they both been eclipsed by Kawasaki's supercharged Ninja H2? And what of Ducati's 1299 Panigale and Aprilia's RSV4? Can Italian style and engineering outclass the brains and wow factor of the other three?

If there were some great bikes in the finals in the last two years, the judges face an even harder time in 2015 deciding between the 16 finalists, so many really good bikes having been released in the 12 months since the 2014 competition.

Ducati have set great store by their new Scrambler, which goes head-to-head with BMW's RnineT in the "retro" stakes and Yamaha's MT-09 Tracer is a very good all-round sports

tourer. Indian's new Scout and Harley Davidson's new Street 750 are both very impressive attempts to attract new buyers to the companies, while being great bikes in their own rights.

Suzuki are showing signs of resurgence and, if the new GSX-S1000FA is anything to go by, they're back with a vengeance. The electric bike revolution is coming whether you like it or not and Zero is at the front of the charge.

KTM are back with the 1290 Super Adventure which goes head-to-head with Ducati's Multistrada and Triumph have a heavily revised Tiger 800XCx to go head-to-head with Aprilia's Caponord Rally.

What is important to remember is that each finalist is not being judged against the other finalists, unless, of course, they are in the same category of motorcycles. Each bike is being judged on its own merits within its class and the overall winner is the bike that demonstrates superiority across a range of criteria over its direct rivals.

The organisers and judges fully expect the verdict to be accepted by some and vehemently disagreed with by others but this is the whole point; to stimulate discussion around motorcycling for the good of the industry and motorcyclists alike.

The judging event will take place on the 12/13/14th August in Mpumalanga and the result will be announced the following week. **SB**



WHICH ONE WILL GET

Touring
 as what it takes? Adventure bike
 t be? **THERE WILL ONLY BE ONE WINNER**
 Who will come out victorious? Superbike



PIRELLI



ET THE MOST VOTES?



Endurance Racing has hit our shores and all of a sudden, where years ago we thought we were the “manne” competing in the Zwartkops 3 Hour, we now have a few endurance races in a season with this, the Suzuki 4, 8, 12, being the build up for the big Bike SA 24 Hour at the end of the year.

Words: Clinton Pienaar
Pics: Deon Venter


Andrew Kayser from Uncle Andy Racing is investing quite a bit of money in an attempt to uplift the level of racing in this class. Where the Bike SA 24 Hour event is aimed at including all riders, focussing mainly on road riders and some trackday boys and trying to get the masses on track, the Suzuki 4, 8, 12 is aimed at getting our racing up to a recognisable international standard where hopefully, in the near future, we can invite some teams to SA to compete against our boys. This does not mean that they do not have a rookie's class, there are actually rookie, club and pro classes for now with a SuperBike Magazine relay class starting for the next round, but more on that later.

From when the flag drops you don't have capped lap times or compulsory stops, you just need to go as quickly as possible and complete as many laps as you can. The money comes into play when you purchase the quick release wheel fasteners that are required to make you competitive and seeing what is available from overseas is impressive; captive wheel spacers, parcel shelves with locating indentations for the captive spacers, magnets behind the pads, captive bolts and the list goes on and I have not even touched on the quick filler options available. Here in South Africa we still have a long way to go, but the good news is that we are getting there. I was invited to ride the GSX-R750 which Uncle Andy won on in last year's competition and, all of a sudden, I was the slow guy in our team which consisted of teammates Darren Upton, AJ Venter and Darien Kayser. In the end we came second with Uncle Andy's main team on the BMW coming in first with riders Greg Gildenhuys, Clint Seller

and Kyle Robinson. The RSR Stars with riders John Kriege, Jacques van Wyngaardt and Evert Stoffberg taking the final podium position. The Fourways Flyers of Fourways Motorcycles came in fourth with their Z1000 with riders Riaan Fourie, Johan Nortje, Rupert Fourie and Harry Timmerman always smiling on their way to claiming fourth. These boys take away the spirit award every time and everybody migrates to their pit. Honourable mention must go to Team 66, who is a team of black riders and if that is not politically correct, I'm sorry but I just don't care. Riders Lemogang Duiker, Thami Manana and Neo Khoza who, despite their lack of track experience, still managed a sixth place on their Suzuki GSX-R600 just behind the Bike Show boys on the GSR750. I'm trying to rally some support for them and we might rename them the “All Blacks” if I get my way. As we are such a diverse bunch we might as well have a little fun.

New for the 12 Hour is the SuperBike Magazine Relay Challenge which is going to be included. What this means is that either three or four friends can join forces on their own bikes and collectively participate against other teams. One transponder will have to be moved around from bike to bike but it should make for some interesting racing. I'm convinced that we will draw lots of our SA Biking trackday customers to come and participate.

If you are looking for a very entertaining day out, book a date for the 12 Hour on the 10th of October at Red Star and come and watch some crazy people doing some crazy stuff. It's all cool.

Contact Gavin Pietersen on 076 371 2477 for more info. 



Uncle Andy Racing Suzuki Pitbull



Uncle Andy Racing Ducati Pitbull



Uncle Andy Racing Northside Pitbull BMW wins



Team Sixty6

Team BikeShow



Uncle Andy Racing Suzuki Pitbull



Team BikeShow



Fourways Flyers Kawasaki



Uncle Andy Racing Northside Pitbull BMW



CHAMPIONSHIP STANDINGS AS OF ROUND 2

POSITION	TEAM	CLASS	POINTS	LAPS
1	UAR Northside Pitbull BMW #9	PRO	45	327
2	Red Star Racing #52	Club	44	312
3	UAR Suzuki Pitbull Suzuki #1	PRO	42	318
4	Team Bike Show #78	Rookie	41	273
5	Fourways Flyers Kawasaki	PRO	39	283
6	TCO #30	Rookie	39	258
7	2748	Club	36	150
8	Sixty6	Rookie	28	161
9	Team Screamer A - Suzuki #38	Club	15	107
10	Team Screamer B #83	Rookie	15	105
11	UAR Ducati Pitbull #69	Rookie	14	104
12	UAR Northside Pitbull 2 - #19	Club	13	102
13	StefStocks # 58	Club	12	98
14	Team Chaos # 54	Rookie	12	94
15	Team Xtreme #23	Club	11	91
16	Magic Diamond Racing #11	Rookie	10	88
17	Allstations #42	Rookie	9	81

METZELER 

MOTUL

ODIN
Power Sports

SuperBike
Magazine
RELAY CHALLENGE

BAT . . .

WHAT DOES IT MEAN?

Words: James Sleight **Pics:** Sven Slabbert

Bikers Against Tolls (better known as BAT) was founded in April 2013 out of frustration that no decisive action was being taken to oppose an unfair and blatant extra tax we were being subjected to.





The government had basically sold our roads to the highest bidder who, in turn, would generate revenue from us using our own roads as their source of income.

Urban tolling is unjust, just as the use of gill nets is illegal in the fishing industry. With no alternative roads to use, there is no way to avoid using the freeways and one would be forced to pay overseas corporations who were in bed with the Government.

I had spoken to some people who had previously tried relentlessly to get bikes exempt from toll charges and who had, after years of debating with the powers that be, thrown in the towel. I was summarily warned off and told that my plans would be detrimental to the image of bikers. But image isn't what I ride a bike for and neither is paying tax and getting zero return high on my agenda, so I took it upon myself to approach the bikers themselves for endorsement of my ideas by creating a group on social media called Bikers Against e-Tolls SA, and so BAT was born.

Within a few hours of posting the group and inviting a few bikers to join, the group grew into the hundreds. I was soon called by my now co-founder, Shaun Pfister, who said we should create a protest ride. I had no idea how to do this on social media; such was my ignorance of Facebook and how it worked or its power in the community. I soon received the invite that Shaun created and the protest event was on. A date was set and invites were sent out to the growing group that a protest ride was on order and we scurried to secure a venue to start the ball rolling. Neither Shaun nor I had a clue regarding the intricacies of hosting a protest ride of any nature and we had to learn fast and on the run. We found a document on procedures required, who to see and what the law stated regarding protests, what documents were needed and once we were equipped with our newfound knowledge of the law, we headed out for the JMPD to tell them what we were going to be doing.

Within thirteen days of launching BAT on the biking community, we had our first protest against tolls organised. Three thousand bikers from all over Gauteng turned up on the day and congregated in the centre's parking lot, while Mustang Sally, a black 18-wheeler complete with flames an' all, blasted music from its bowels. When we left the parking lot to merge onto the freeway, the three thousand odd bikes followed Mustang Sally on this inaugural ride against tolling.

Two weeks after this protest ride, SANRAL lowered the fees on bikes by half (from R450 maximum monthly fee to R250). This was our first achievement which also set the precedent of why not lower the national tolls by half as well? This handed us leverage for our Ace in the Hole but not all the cards were on the table here so moving on....

This was the first of many rides to come, and the group has grown to become a National organisation, a very loose union of bikers around the country with chapters in Cape Town, Durban, Bloemfontein, East London, Port Elizabeth and Gauteng which has some twenty thousand members/followers.

BAT's goal is to get Government to concede that motorcycles do not cause congestion; they have low CO₂ emissions, have a small carbon footprint, are cheaper to purchase and run, and are lighter on fuel. There is no reason for a motorcycle to pay the same toll fees as an SUV towing a caravan and/

or a boat when passing through a toll gate.

As bikers, we are, on average, not pro establishment and although law abiding, we do tend to ride hard on the line of the law. If anyone will have the courage to stand up in the community to fight for what's right or wrong, it will be a biker. When I started BAT, it was with the brotherhood in mind, because here, with this community, I knew I would never ride alone.


Soon after BAT GP was running I approached the Cape Town and Port Elizabeth bikers. These charters started quickly and following hard on their heels were East London, Bloemfontein and Durban.

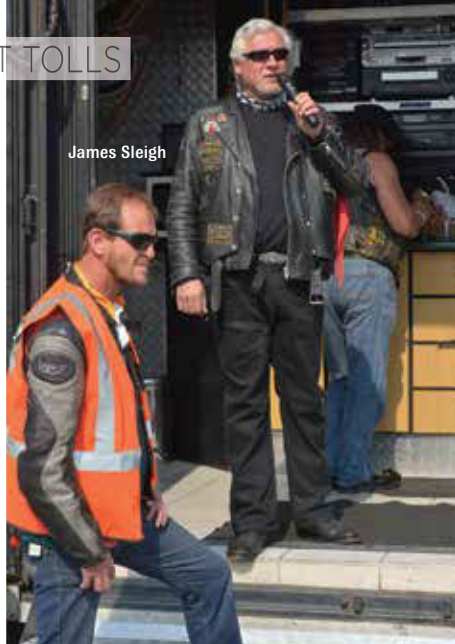
While Gauteng had the new addition called Urban or e-Tolling, we basically had the enemy at our gate. We have, in collaboration with OUTA (Opposition to Urban Tolling Alliance), Justice Project SA and COSATO, fought a variety of battles, from the courts, go slow protest rides, pickets on bridges, blockading toll gates to burning a coffin at the gates of SANRAL head offices. And while we did this in Gauteng, Bloem and Durban blockaded toll gates, and PE and East London, including Ellisras, did mass rides through town.

On the 14th September 2014, under the leadership of Amanda Brewer and Richard Green, a memorandum of demand was handed to the MEC of Transport on the steps of the Cape Town offices. On the 14th of March Gauteng followed suit and this consisted of around 800 bikers with Mustang Sally leading the charge. We rode into Struben Street in Pretoria against one way traffic, and we toid t biker style at the front doors of the Dept of Transport with AC/DC and "Money" by Pink Floyd blaring from Mustang's gargantuan speakers which was serenaded by the typical revving of hundreds of bikes and smoking burnouts.

This memorandum of demand included a technical report from a Brussels firm that scientifically proves that by migrating 10% of motorists to bikes, there is a 40% reduction in congestion. We now have the proof from a reputable traffic consultancy firm with fifty one pages of technical jargon that supports our claim.

The DoT has yet to respond and so, to remind them, we are planning a national picket of toll gates, where we plan to use the opportunity to educate motorists about our plight. We plan to hand out fliers pointing out the same toll fees as SUVs, the laws about lane-splitting and information to motorists to be aware of bikes on the road.

For those of you who are new to BAT and are only hearing about the campaign now for the first time, please join the campaign at <https://www.facebook.com/groups/355014721265678/> and, most important, visit the website <http://bat-sa.com/> which is also an APP that can be downloaded to your smartphone. We committed to keep this campaign legal so as not to get anyone into trouble, but we need courage to stand up to the biggest gang of thugs in the country! 



James Sleigh



Shaun Pfister





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TRIUMPH

TRACKDAY

2015

Words: Michaela Vorster

Pics: Simon McDonnell

Owning a Triumph does not only mean you get to ride a fabulous British motorcycle, it also means you belong to the Triumph social family. Various outings are held throughout the year but this particular one was a trackday which was recently held on 7th June 2015 at Red Star Raceway. Not only was this an opportunity for Triumph riders to mingle but it was a training day as well with a good attendance by riders and spectators alike. Demo bikes were available for testing which went very well but the highlight of the day was the mass ride around the track by all motorcycles. The day went smoothly with no incidents and fun was had by all. **SB**

Nick Davidson from Traditional Triumph showing that a dual bike is also good for trackdays



This must be the fastest Bonnie in the world!

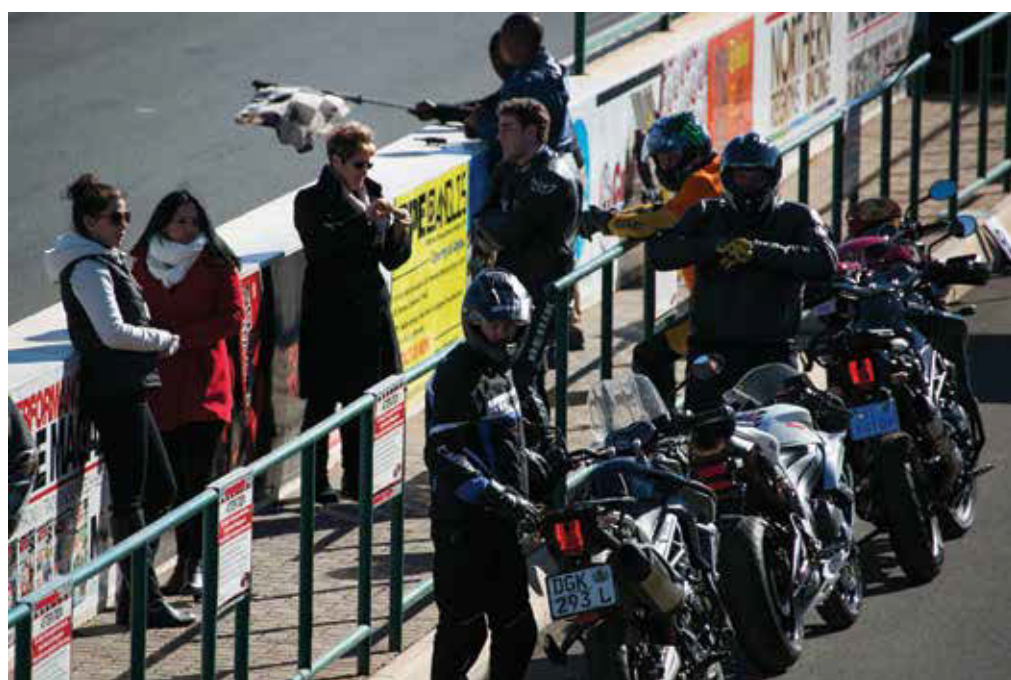
Very serious face... Or confused?



Nothing like a good old tour around Red Star Raceway



No words needed here, it speaks for itself





THE
BIG
PICTURE

WHAT

ASSEN MOTO C

Pics: MotoGP.co

Hernandez had th





ATA SAVE BRU

GP
om
his lucky save in practice and we thought it too good not to share.



HARLEY-DAVIDSON BLOEMFONTEIN

Words: Lourens Coertzen Pics: Zenellé Dempers

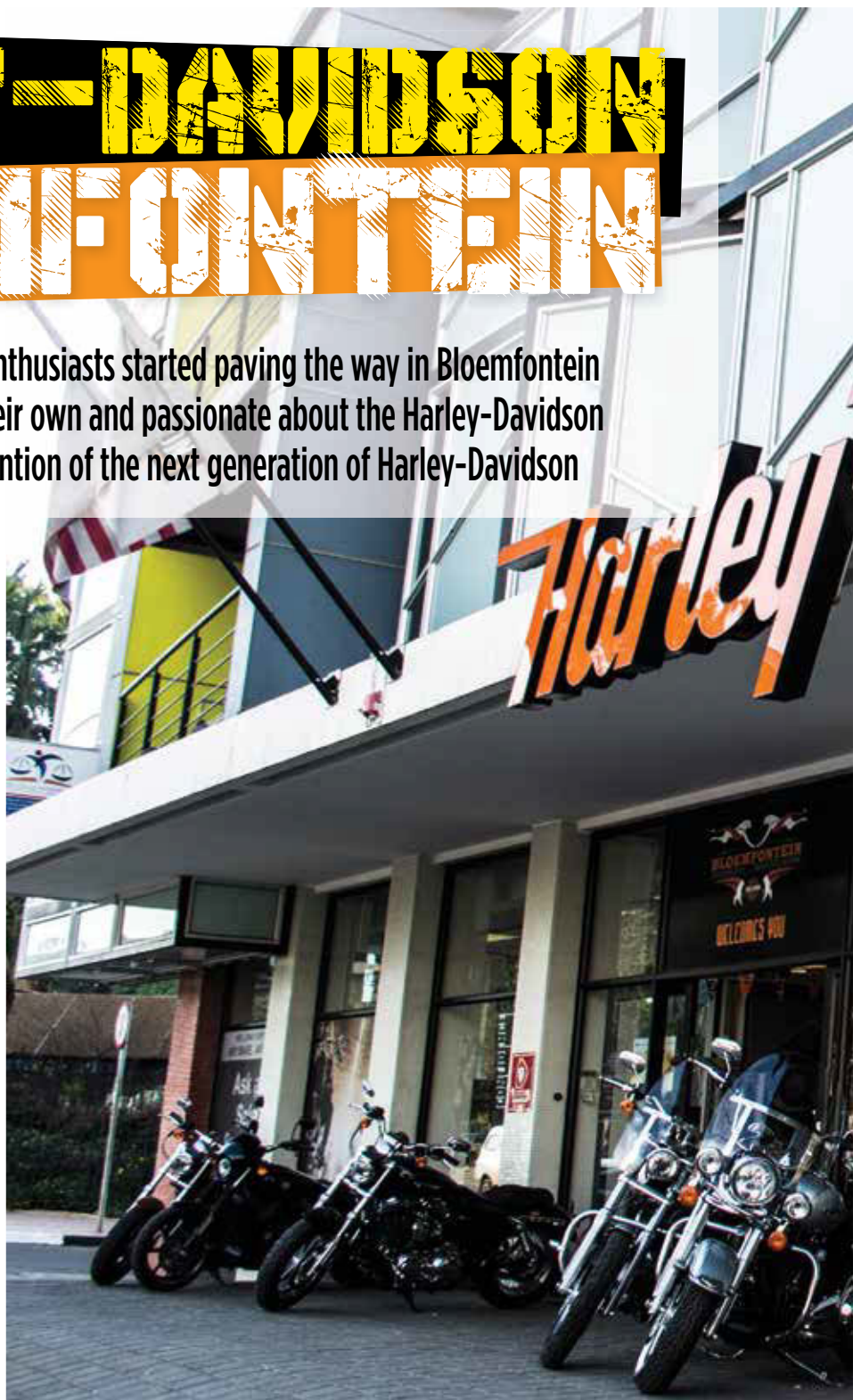
A small group of Harley-Davidson enthusiasts started paving the way in Bloemfontein many, many years ago. Being on their own and passionate about the Harley-Davidson brand, they slowly grabbed the attention of the next generation of Harley-Davidson supporters in the area.

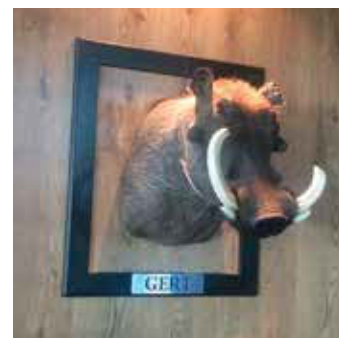
It was also during these early years that the unique relationship between the Harley-Davidson riders and the Free State Cheetahs had its origin which today has grown to an almost inseparable unity of support to the local team, with a pack of Harley-Davidsons on the field for every local match – a roaring thunder encouraging the team as they run out on the field.

October 2013 marked the official arrival of Harley-Davidson to Central South Africa with the opening of the first Harley-Davidson Dealership in Bloemfontein. This was an iconic day for the existing Harley-Davidson community and also the quietly aspiring Harley-Davidson lover!

The Dealership opening was a spectacular event amidst some welcome Free State rain. Saturday, 16 November 2013, was the Harley-Davidson Bloemfontein Grand Opening Street Party. The ever loyal Bloem Harley-Davidson crowd and bigger biker community rocked out with Zak Steyn and Rush Hour. Rain didn't stop the eager bikers when it came to test riding the latest Harley-Davidson models. The Free State Cheetah players also made their appearance for fans to get autographs! This was a fun day for bikers and families alike.

This Dealership offers you a complete however intimate Harley-Davidson experience. Designed with the expected and world renowned Harley-Davidson precision, Harley-Davidson Bloemfontein boasts a showroom filled with the full range of new bikes, pre loved Harley-Davidsons, as well as a clothing and merchandise area and a fully authorised workshop and service department. Being part of the Imperial Group of three Harley-Davidson Dealerships in South Africa enables the Bloemfontein Dealership to have access to the latest and the best stock available. With their large bike stock available across the three dealerships, they can satisfy all clients' needs with regards to bike availability and choice of colour. Lourens Coertzen, the Dealer Principal, heads up this Dealership with his team that always stands ready to serve all clients and ensure they are welcomed and accommodated in the friendly and hospitable nature the rest of the country expects from central South African people. What makes this Dealership unique as well is the fact that it looks after





Harley-Davidson riders and clients in the rest of the central SA region – being the Northern Cape, Free State and also North West to as far as PE and East London.

Harley-Davidson Bloemfontein can be located on the ground floor of Star House, corner of Markgraaf and Henry Streets in Bloemfontein. Alternatively they can be called on 051 430 7600.

Fun facts and events on Harley-Davidson Bloemfontein

The HOG Chapter has grown to a membership of over 130 members which has further enabled the “Screw it! Let’s Ride!” culture of Harley-Davidson.

Ever since the opening of the Bloemfontein Dealership it has been a hive of activity keeping the Harley-Davidson community in the Free State and Northern Cape entertained in true Harley-Davidson style.

LATE NIGHT SHOPPING – much to the ladies and gents delight, having the dealership open for late night shopping experiences, proves for much excitement.

NEW OWNERS EVENINGS – A function high on the list of priorities is to make all new members to the Harley-Davidson community feel welcome, making them part of the lifestyle many believe and live by. New members evenings are held every month whereby all new members are introduced formally – a kiss to Gert the Warthog makes you part of this very unique family.

Harley-Davidson Bloemfontein strives to be the best Dealership in the country and is competitive with bike pricing and trade-ins. Parts, accessories and apparel is on par with any dealership in the world!

RIDING OPPORTUNITIES – If you ever have the slightest doubt of where to ride to in the Free State this is a BIG, BIG MISTAKE. The vastness of our countryside offers much with diverse riding experiences, ranging from various locations for day trips or overnights in the Eastern Free State like Clarens, Golden Gate, Rosendal and Fouriesburg, even Lesotho.

MOUNTAIN SHADOWS – 1,000km overnight trip deep into the mountains is every bit worth the while for any true rider. A ride filled with breathtaking views, potholes and early morning mountain mist.

The dealership will support its first official rally this year – the Greystone Rally 2015 to take place at Aldam Resort in the Free State on 2 and 3 October. Harley-Davidson Bloemfontein welcomes all Harley-Davidson riders – more info on Facebook: Greystone Rally 2015.

www.harley-davidsonbloemfontein.co.za



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THIS IS YOU!



In order for us to give you the best content, we need to know what you like. So to all who participated in taking the time to complete our survey, thank you!

Gender



91.9%

8.1%

Fitness training and sport



This is 30.1% of you

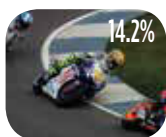
and the rest of you...



23.7%



13.1%



14.2%

Cycling, golf, motor racing

Smokers



21.9% of you like puffing

Average age



44

Men's skin products



53.6% of you use them

Watch motorsport?



69.5% of you are enthusiasts

Marital status



59.7% of you are married

Drinkers



67.5% of you like to party

Belong to a bike club?



83.2% of you are Lone Rangers

Weekend warriors



53% Want to

35% Do it

Crashed in the last 10 years?



62% are insurance company dreams

Bikes you ride



32.1%



9.1%



60.6%

Adventure, sportbikes, scooters

Number plates on your bikes?



16.8% are going to jail

Chased by the cops?



9.5% of you are baddies

Use your bike for?

Weekend riding
75%Breakfast runs
52.7%Commuting
57.1%Trackdays
18.5%Holidays
31.7%Breakfast runs, weekends, commuting,
trackdays, holidays

Do you modify?



80.3% of you say yes to exhausts

Ride too fast?



87.8% are going to jail

Ride in the yellow lane during peak hour?



79.4% don't - Réhann are you happy?

Attend trackdays?



33.2% you try to get knee down

Any form of rider training?



57.1% say no

Imagine if pilots were not trained?

How important is rider training is it to you?



83.3% say yes - get moving

Do you pay toll fees?



83.3% of you are ass kissers

Like the Buyer's Guide?



Only 3.6% of you don't

Want a destination guide?



86.3% of you do

Want an accommodation guide?



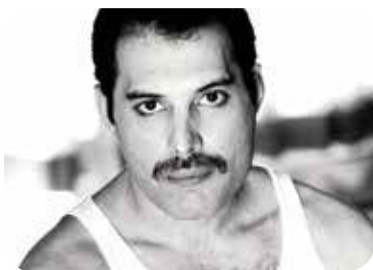
77.3% of you do

Want more racing pages?



Half do, half don't

Do you like the brollie dollies?



43.8% don't - need we say more?

How long have you been a SuperBike reader?

1 to 2 years
32.4%3 to 4 years
18.5%5 years plus
49.1%

You're all winners to us

Is our font too small?



89% of you say no

Ride too fast?



87.8% are going to jail

Have you 'liked' our Facebook page?



75.8% of you haven't... Shocking!

Digital magazine subscription?



94.6% of you live in the Stone Age

Subscribe to our website?



7.4% say yes - you're lying, you can't subscribe

We hope that you enjoyed our show. Hold on tight and cross those fingers as we are doing the draw for the Honda MSX125 very soon!



Then we asked you what else you wanted to see in the magazine?

1. Top rated - Places to ride in South Africa

2. 2nd best - Technical articles and features

3. In 3rd place - More bike tests

4. Just off the podium in 4th - Bike modifications

5. 5th place - Local adventure riding articles



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2015**

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LORENZO W | ARMADA | PINK ROCKET | BARBWIRE

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Toy Store	012 663-5164
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Randburg Motorcycles	011 792-6829
Baumans Motorcycle Centre	016 455-1715
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Nelspruit ATV	013 752-2023

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Mr.Bike Kimberley	053 832-2308
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SAND

Slaying the sand monster.

Words: Thomas Böhm Pics: Lizanne Lawrie

EXPERIENCE

2015





Apart from wheelieing and riding a big adventure bike in mud, riding in soft sand must be the most feared, discussed and dreaded riding discipline, with the theory being bandied around that GS is the Afrikaans abbreviation for "Geen Sand" meaning no sand!

Twenty six riders, including three ladies, built up the courage, booked and joined the Sabie Valley Academy at Kosi Bay on a warm winter's weekend in order to overcome their fear of riding on the seaside substance.

After registration, introductions and a riders' briefing on Thursday afternoon, the first training session started near the lodge with novice-friendly sand, offering riders an opportunity to become accustomed to the new techniques that the patient instructors were demonstrating with some riders showing more confidence than others and most riders taking a tumble or two (sand is very forgiving at slower speeds). Dinner and off to bed early seems to be the general trend for the first evening with riders looking forward to what the following day's challenges will hold with trepidation.

The following morning's training session consisted of acquiring the technique of changing direction in the sand, and the use of the rear brake in order to stabilise the bike when things get too hairy. After a ham and Emmentaler croissant breakfast, the riders were separated into three groups with two instructors per group ready to offer tips and to help pick up the big bikes. The outride incorporating the picturesque lakes of the Kosi Bay estuary offer soft and firmer sections of sand giving the riders the chance to practice and perfect the skills acquired with time to regain composure and strength in between.

During the lunch break the riders were offered the opportunity to spear fish in "Utshwayelo" fish traps that the lagoon is famous for. The local community has been fishing in these waters for hundreds of years with the traps being passed down from father to son. The practice seems sustainable with commercial selling of fish not permitted and the gaps in the wooden traps allowing smaller fish to escape and reproduce.

After lakeside Pregos for lunch the much dreaded "Heartbreak Hill" had to be conquered. Heartbreak hill includes a steep incline while weaving through the forest vegetation which makes it quite challenging but all the riders made it with no bikes being loaded on the support trailer. The return trip to the lodge, also called Utshwayelo (www.kosimouth.co.za), is always faster as the riders become pros at this sand riding thing.

The late afternoon saw some riders catching a lift to the beach in the lodge's Landrover, while others shared and relived the day's experiences at the bar with a cold one in hand, the sand getting deeper and deeper as the tales were retold!

On the last evening dinner is a gourmand's delight and riders this year were spoiled with traditional chicken kebabs in pita and roasted lamb shank accompanied by mashed potato and veggies. Bertus the Medic proved that he might be an even better griller than what he is a first class bike riding medic while Jacqui, the master dessert maker, ensured that the riders recouped the inches they lost during the day's riding.

THE PONTA RUN

Most people who have been to Ponta do Ouro in a 4x4 and will be quick to point out to any adventure bike rider listening that on that particular sandy track an adventure bike should rather be towed on a trailer than ridden. Our group of twenty five

riders were ready at the border at 8am with their passports and necessary documentation in hand with the fighting spirit of medieval warriors ready to slay the Ponta Sand Monster!


Good progress was made with initial hesitance being replaced by style and confidence as the instructors, riding between the participants, shouted encouragements like; "look up, bend your knees, give more throttle and, when the proverbial paw-paw hits the fan, squeeze your rear brake while keeping the throttle open".

The reward for all that daring do was a long lunch of grilled chicken and fish at a Ponta sea-side restaurant with swimming and body-boarding in the clear tropical sea.

"Are we going back the way we came, or over the shorter but more challenging route over the dunes?" was the question from the participants after lunch, with the latter being the answer.

There is a saying that you must crawl before you can walk and then ultimately run which also applies in sand; slowly first to learn the techniques, then faster and faster and, as someone mentioned, when travelling at speeds of over 60km/h, the sand becomes flat. On the return trip the riders learned to "run", with the 13km of soft sand and dunes experienced as fun instead of fear while some riders turned around to try even harder dunes.

Smiling faces were the order of the day as the instructors handed out certificates to the proud riders in their group and the after dinner R&R nominations resulted in raucous laughter as any transgressions were aired and relived by newfound friends. The evening culminated with Bertus the medic (who has pensively been a spectator at most adventure biking events) telling his now famous story of the new GS rider who wants to add every trinket and "alles" to his new steed only to realise at the first introduction to the "Sand Monster" that riding skill can only be acquired through training and practice.

You'd be mad not to join Sabie Rider Academy in Kosi Bay on June 2016. For more information visit www.rideracademy.co.za. 



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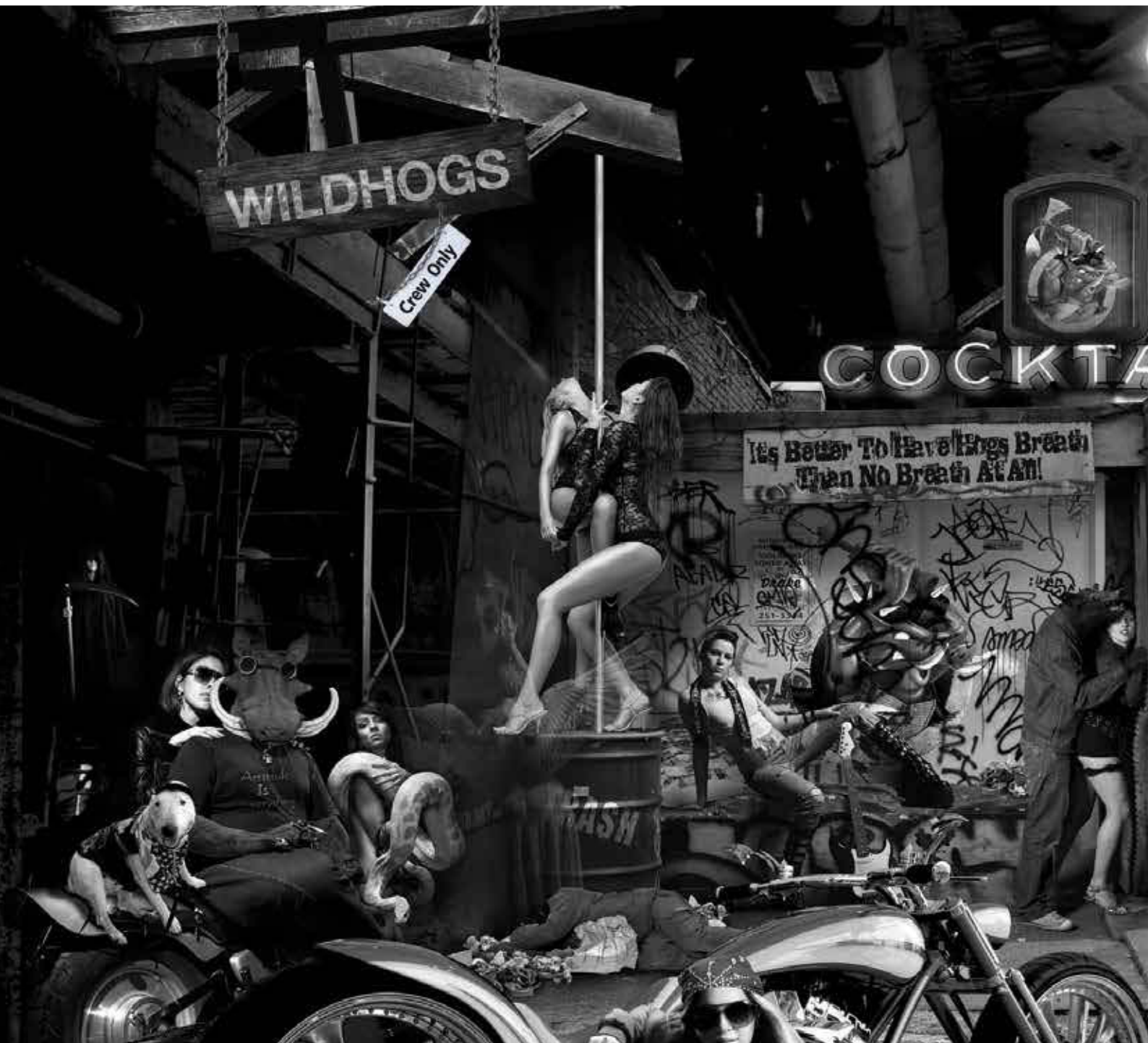
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WHAT'S IN

A PATCH?

You've done your homework and have decided that you definitely want to join a club so the next step is to "hang around". **Words:** Natalie Brits based on the Pretoria Bikers Council

Should you know a fully patched member of the chosen club, it will make things easier for you. If you don't, then start out by making friends with one of the members. This could take a while but when the time is right, discuss your intentions with that member, leave it at that and don't be impatient. Your intentions will be known to everybody in that club within a very short time, and you'll get a signal when the time comes. If nothing comes your way, back off and find another club. If a positive indication comes back, it will probably be via the member you discussed your intentions with. This is where the hang around period starts, much like going out with a new girlfriend in a personal relationship.

Most serious clubs will require a hang around period before they accept you as a prospect. During this period, which differs from club to club, nobody is bound to anybody. You don't represent the club and neither you nor they have a claim on each other - yet. For example, if something happens to you, the club is not expected to back you up. It is a time when you size up the club and ask yourself if they are what you want. It is also a time when they are sizing you up and asking themselves if you are what they want. At this point it's a gentleman's agreement, and there is no dishonour for either you or the club if you later decide to back away. Just remember, if you are battling as a hang around, it's going to get a lot tougher later. Don't be blind with regards to what you experience because you'll know if you fit in. Listen to the voice inside and trust your 6th sense!

Being a good hang around means that you won't take over conversations, ride faster than the pack, get drunk at a jol or look for trouble thinking that your new "friends" will back you. You will also need to attend everything that your prospective club attends, ride where they tell you, stand at the back of the group, i.e. know your place as it currently stands. Be aware that the club is watching you at all times and this could affect whether you are accepted or not.

In the beginning you will feel the exhilaration of being around these guys but, at a certain point, your life begins to get boxed in. You see their dedication to each other as brothers and sisters and realise that your world is about to go from one where you know many people, to one where there are only a few guys and girls who you will spend the rest of your days with. That is a very scary moment and you will spend nights questioning yourself about what you are doing.

There is only one rule if you decide to back away and that is to do it honourably. There will be conditions to take into account and these could range from just asking to be let loose to a request that you meet with each patch holder individually and ask for their blessing on your decision. Even in the case of doing it honourably, there can be some hard feelings. For instance, you can be sure that the patch holders in that club think their patch is the ultimate, so a decision on your part to move on could result in hurt feelings, especially if they thought you were going to make a good prospect. However, if you do it right, those feelings will subside with time.

Know that it is a huge act of dishonour to hang around with more than one club simultaneously so don't even think about doing that. If you do move on, you are out and that

means that none of them are going to call you to go out for a beer or to hang around with them anymore. When you're in you're in, and when you're out you're out. Accept it and live with it because that's how it is. Motorcycle clubs are like a family thing; your brothers become your brothers because you have all learned to love each other through thick and thin. You know each other's strengths and weaknesses and love each other even when you are fighting. Brotherhood is based upon a million little moments that run the gamut from life threatening situations to sitting on the side of the road at midnight because your bike has broken down in the middle of nowhere, to watching each other's kids grow up. Lots of joy and lots of tears make up this Brotherhood.

So that's it for this issue but do join us next time when we move from hanging around to becoming a prospect. **SB**



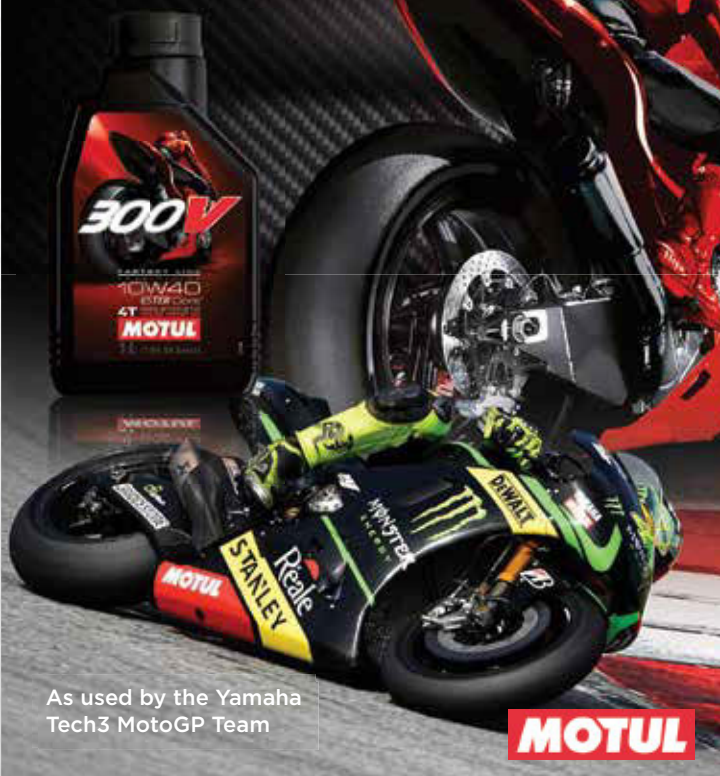
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STOPPING THE NIGHTHAWK

Q My 1985 Honda Nighthawk sat unused for two years. After doing some wrenching, I got it running again. That's when the trouble started (or stopped). The front brakes locked up on the test ride around the block. I bled the system; still locked. Pulled both callipers, cleaned them and put new seals in. Replaced the brake lines. Pulled the master cylinder, cleaned that up, too. Everything seemed good on the first 10km ride. I rode the bike to work the following day and left it in the parking lot. After work the brakes had locked up again. I loosened the bleed valve and brake fluid shot out about 6 inches. After that, the brakes worked fine on the way home. I bled the system again (no bubbles). What would have caused that to happen? It was hot, about 32 degrees.

Thomas Nagel

A Look for debris in the pressure return hole in the master cylinder. There are two holes; one to feed the system with fluid under pressure and a second, smaller hole furthest from the lever side of the piston that relieves pressure built up in the system. As the fluid gets hot it expands and has nowhere to go but to lock up the brakes. Understand, too, that brake systems can be very finicky, and near-surgical cleanliness is necessary to ensure the system works as intended.



CHAIN IN PAIN

Q The rear axle on my bike is just about as far back in the swingarm as it will go. Does that mean I need a new chain? If so, is there anything else that needs to be replaced at the same time, like the sprocket for instance?

Justin van Zyl

A Once the axle is all the way back, it's time for a new chain. If you're looking for more evidence, adjust the chain tension to factory spec and try pulling a link away from the rear sprocket. If you can lift it much more than a quarter-inch, it's done. Replace the front and rear sprockets at



the same time because the worn out originals would stretch a new chain prematurely. One possible exception might be if you've got an aftermarket aluminium rear sprocket; that would tend to wear out quicker than a steel countershaft.

CONFUSED BY LINKAGE

Q There are numerous configurations and layouts, but what does the rising-rate linkage in a modern single-shock rear suspension actually do?

Warwick Hayes

A In addition to its obvious role as the connection between shock and swingarm, the linkage turns relatively little shock travel in three or four times that at the wheel, allowing the use of a lighter, more compact shock. The farther to push a rising-rate linkage, the harder it is to push. That helps your rear suspension respond to small bumps without bottoming over big ones. Linkages used on streetbikes are relatively linear compared to the steeper leverage ratios on motocross bikes designed to clear 60-foot jumps.



MINOR MELTDOWN

Q I have a 2006 Suzuki SV1000S and just changed the stator for the third time after purchasing a new battery. I checked the battery last week and found that the electrolyte had dried up, leaving sulphur build-up on the plates, so I replaced the acid and charged the battery. I'm not sure if this was the cause of my problem, but I'm wondering if the heat from the rear cylinder could cause the battery to dry up, or did I just get a defective battery?

Warren Lilly

A Extreme heat is the number-one killer of innocent electrical parts. And while that battery is certainly part of the problem,

Suzuki's tech types

suspect a faulty regulator/rectifier is the most likely culprit. Your SV1000S left the factory with a sealed, maintenance-free, lead-calcium battery that carries most of its electrolyte in sections of glass mat. It would look pretty dry in there if you popped the cover, which would be Mistake Number One. The higher (1.32) specific gravity of said juice makes adding acid Mistake



Number Two, although it sounds like the latest victim is an old-school lead-acid cell. Start the healing process with a fresh, properly charged, maintenance-free battery.

Suzuki recommends replacing the regulator/rectifier and stator, and testing your charging system with two multi-meters; one to measure voltage while the other measures amperage. Take measurements at initial start-up when the engine is cold and again after it's reached normal operating

temperature. A healthy charging system should deliver about 13.5 – 14.5 volts DC to the battery terminals while indicating positive amperage, aka current flowing into the battery. If your SV doesn't measure up, start looking for loose/damaged connections or a short circuit elsewhere in the system.

BREAK-IN

Q What is the proper way to break in a brand new motorcycle engine? My owner's manual says to avoid rapid acceleration and full throttle starts for the first 500km, but there are plenty of conflicting opinions on the Web. What's the best way to break-in an engine for everyday street riding?

Gerhard du Preez

A The web is full of conflicting opinions on nearly everything,



including the process of getting new engine internals acquainted without damaging levels of heat and friction. Your average owner's manual provides more trustworthy advice. Taking it easy for a few hundred kilometres lets the piston rings seal against the cylinder walls, keeping engine oil out of the combustion process and vice versa. Avoid heavy loads or relentless high rpm running and never lug a fresh engine. Vary your rpm, shift gears and take frequent breaks to let things cool off. Those full throttle, clutchless upshifts can wait until after your first oil change.

CRUISER DIARIES

Hippo Rally

Fri, 07 Aug 2015 - Mon, 10 Aug 2015
Host by the Johannesburg Chapter.
www.hog-jhb.co.za.

Spring Rally

Fri, 04 Sep 2015 - Sun, 06 Sep 2015
Hosted by the Pretoria Chapter at
Gariep Dam. www.hog-pta.co.za.

Harley Stroom

Fri, 18 Sep 2015 - Sun, 20 Sep 2015
Hosted by the Zambezi Chapter. www.harleystroom.co.za.

Gold Rand Chapter Rally

Thu, 24 Sep 2015 - Sun, 27 Sep 2015
Hosted by the H.O.G. Gold Rand Chapter.
www.goldrand-hog.hd-dealersite.com.

West Coast Rally

Thu, 22 Oct 2015 - Sun, 25 Oct 2015
Hosted by the Tyger Valley Chapter.
www.westcoastrally.co.za.

Big Five Rally

Fri, 06 Nov 2015 - Sun, 08 Nov 2015
Hosted by the HOG Big Five Chapter (Nelspruit) in Magoebaskloof. www.bigfive-harley-davidson.co.za.

Cape Seal Rally

Fri, 04 Dec 2015 - Sun, 06 Dec 2015
Hosted by the Cape Town Chapter in
Swellendam. www.hogcapetown.co.za.

Victory Motorcycles

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Before we get going with the actual cosmetic modifications to the Scrambler, there was one little thing that I needed to do. If you will remember, in the June issue, I spoke about the Scrambler being a little too tall geared for my liking.

Because this bike is not about top end, why would you need taller gearing? Having said that, the Scrambler is more than capable of sitting at 160 on the highway, but the most fun you can have on it is around town and this is where I felt that it needed a bit more punch.

After chatting to several people and finding out what options were available, I finally decided to drop one tooth on the front sprocket. The change would not be huge and I realised that, but I was hoping it would be enough to give me just that little bit more oomph off the line and in the mid-range. So I called Bikewise, who, besides being the official importers of Arai, also bring in a few other handy bits and bobs, with one of them being Renthal sprockets. The original Scrambler sprocket comes standard with 18 teeth so I ordered the 17 toothed one and Bill very kindly collected my bike and took it up to Mike Green at TTMC (082 467 7186) for fitment. Mike is an absolute genius when it comes to working on bikes, not only is he very clever but he is also extremely meticulous so, besides the sprocket being fitted, he checked all the nuts and bolts and tightened everything up as well as oiled my chain for me, a little mini service if you like.

Mission accomplished, I am happy to say that the resultant changes are exactly what I expected. The bike just feels right now, gear changes are shorter and the bike feels punchier. The Scrambler still sits happily at 160km/h even though the revs are slightly higher but who cares, I am loving it even more. **SB**

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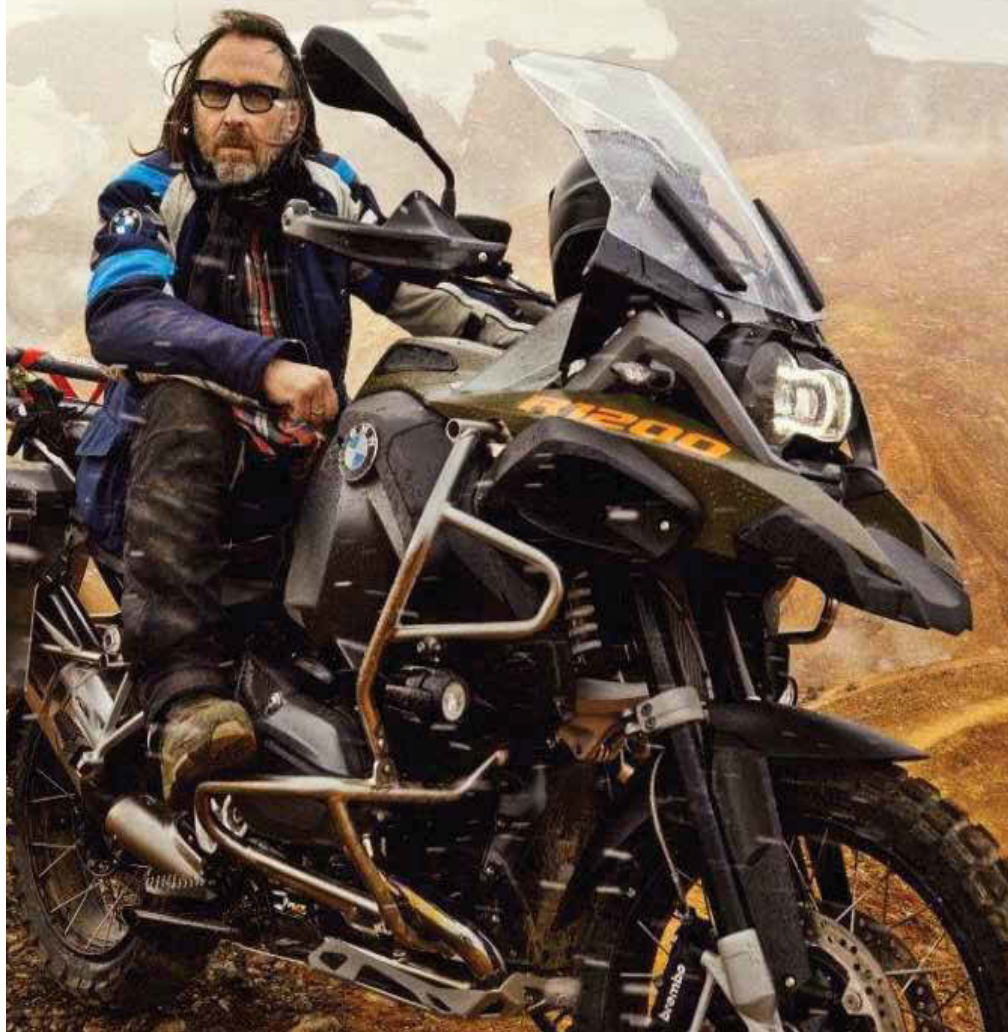
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PURE ROAD RACING

Motorcycle road racing in any class is immeasurably safer on today's closed circuits than it was prior to 1977.

Words: Gavin Foster Pics: Various



Mike Grant from Pietermaritzburg would have shaped in GP racing, like the top British racer he's often confused with, Mick Grant.

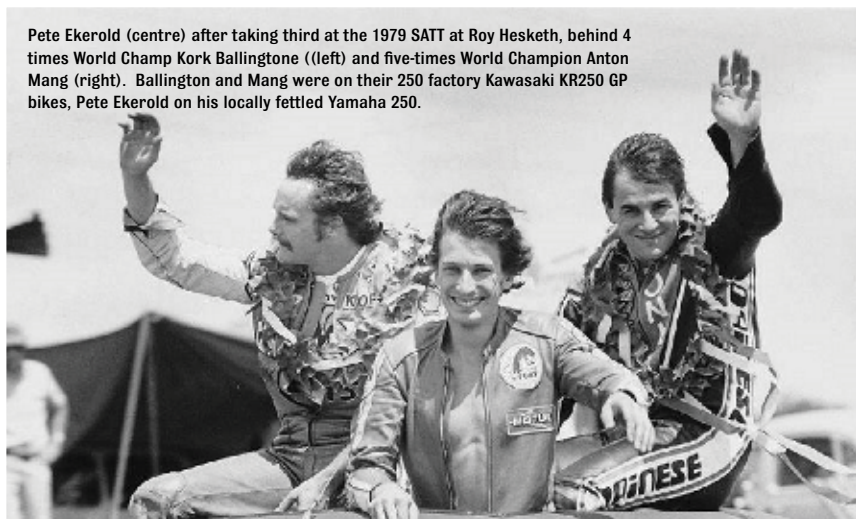
That year the Isle of Man TT and other races on public and semi-public roads began losing World Championship status after the riders mutinied against having to risk their lives needlessly in pursuit of championship points. In the 28 years between 1949, when the first Grand Prix World Championships claimed three lives, and 1977, when another three riders died, 69 GP racers lost their lives in pursuit of the prestigious titles. Many of these perished because of the plethora of dangerous makeshift racetracks incorporating public roads all over Europe. Any serious title contenders had no choice but to conquer their fears and accept the attendant risks posed by walls, gates, lamp-posts, manhole covers, buildings, trees and other hazards lining the circuits. The 16 years after the Isle of Man TT was stripped of its world championship status, between 1978 and 1994, saw the tally rise by a further 18 to 87, and steadily improving safety at racetracks since then has seen just three Grand Prix riders die in accidents over the last two decades. Who knows whether Marc and Jorge and Valentino would have made it past their first seasons to achieve the fame they have if they'd had to race on the dangerous circuits of yesteryear? For them the stakes have never been as high as they were for those who plied their trade in the really dangerous years.

Racing on street or road circuits still lives on, though, mainly on the Isle of Man and in Ireland, and there's no shortage of brave riders willing to risk their lives in their quests for glory. Between 1949 and last year 221 riders died on the Isle of Man circuit alone, with 77 fatalities since 1994, and because the stakes are so much higher than they are for circuit racers, those who prove to be the best at it are in their own rights true champions.

Despite the aim in both disciplines being to circulate a track for a prescribed number of laps faster than anybody else in the field, top road racers in the modern era generally don't shape very well in top-level circuit racing – perhaps because they have, for obvious reasons, a deep-rooted fear of crashing so stay further from the absolute limit. On the other hand most top circuit racers, who generally have a lot of experience in crashing in relative safety, stay well away from the road circuits because they have a very sensible fear of falling off and leaving an ugly red splodge on somebody's house wall.

Oddly enough, in the days when anybody who wanted to be a serious GP contender had to compete on the dangerous street circuits, many of them didn't mind – or even loved – them. Mike Hailwood, arguably the greatest racer of his era and possibly of all time, was outspoken in his attitude towards the removal of the Isle of Man TT from the World Championships. He's quoted as saying "What's the matter with these people who won't race there? You have to go where the racing is best, where it's toughest. You can't escape that responsibility, simply racing at places because you think one circuit is a little safer than another. Can you imagine Bill Ivy or Redman or any other of the great riders refusing to race at the TT because they considered it too dangerous? It's almost a joke, but it's a sad one. ... I'm saddened by the attitude of the riders who've backed off. It seems a new breed of rider is coming up, one vastly different from my days on two wheels, and I don't like the trend!" Hailwood, who'd retired from racing with 76 Grand Prix wins – 12 at the TT – and nine World Championships to his name between 1959 and 1967 put his money where his mouth was in 1978

Pete Ekerold (centre) after taking third at the 1979 SATT at Roy Hesketh, behind 4 times World Champ Kork Ballington (left) and five-times World Champion Anton Mang (right). Ballington and Mang were on their 250 factory Kawasaki KR250 GP bikes, Pete Ekerold on his locally fettled Yamaha 250.



when he returned to the Isle of Man after an 11 year lay-off from motorcycle racing and won the Formula One TT on a Ducati. He then returned a year later to win the 1979 Senior TT on a Suzuki RG500 two-stroke.

Despite the popularity of the most famous road circuit of all, the 60 km-per-lap Isle of Man, Ireland is probably the true home of pure road racing today. The races there, taking place at about 15 meetings over a few months a year are held on various much shorter circuits than the Isle of Man but average speeds at the Ulster GP – a World Championship event until 1971 – are higher. Despite the added risk of the riders starting in a pack rather than singly as at the TT, fatalities are less frequent. Racing on closed-off public roads was dominant in Irish motorcycle sport by the 1920s, and the first Ulster Grand Prix was run in October 1922, with the North West 200 kicking off seven years later. There are still a few little-known events held on street circuits elsewhere in Europe and they too can be very dangerous. Five times F1 TT World Champion Joey Dunlop, the greatest pure road racer of all time, with 26 TT, 24 Ulster GP and 11 North West 200 wins died after crashing into a tree while leading a 125cc road-race at the Pirita-Kose-Kloostrimetsa Circuit in Estonia in 2000, where he'd already just won the 750 and 600cc events. The Dunlop family knows all about the dangers of road racing. Joey's brother, Robert, won five TTs, 15 North West 200 races and nine Ulster GPs before dying in a crash on a 250cc machine in practice at the North West 200 in 2008. Robert's son, Michael, also a multiple Isle of Man TT winner, won the 250 race two days later.

During the 1970s, when a wave of very talented young South African racers went to Europe in search of glory, many of the World Championship and non-championship international meetings took place on road or semi-road circuits. Alan North, the only South African to win a world championship GP in any class apart from World Champions Kork Ballington and Jon Ekerold, raced on a number of these circuits during his decade of GP racing. "When I went across in '75 if you hadn't raced at the Isle of Man you weren't considered a racer so I had to do it, but only in my first year. I also did the North West 200 that year and again in 1977.

At that time privateer GP racers were pretty well obliged to compete in various international events to supplement their World Championship efforts, and many of these were on road circuits – Tubergen, Hengelo, Chimay, Raalte, and Rouen were just a few. "They were still street circuits that ran through trees and between walls but they put up straw bales in places – what more could you ask for? The internationals paid well if you had a bit of a name in GP – they'd have eight or ten international riders and the rest local." Alan had been very successful from the moment he arrived in England and then Europe, so he got many well-paid entries in internationals. Did he abandon the street circuits as soon as he



Alan North at TT on Mike Hailwood's Yamaha TZ750



Mike Grant and Kork Ballington in 2011. Mike's career ended with a steel gate, while Kork avoided injury and conquered.

could? "No – they were part of the deal. I raced them almost my whole career. They paid good money so I didn't mind going. They were generally a lot safer than the Isle of Man so it wasn't a big deal but you wouldn't get Rossi to do it today. The street circuit guys are helluva good racers but don't cut it on a proper circuit today because it's so different – they can't keep it on the limit like the GP guys do."

A couple of talented South Africans had promising GP careers terminated very early on after being injured on street circuits. Mike Grant from Pietermaritzburg, who was truly world class, was badly hurt in 1973 when his Yamaha seized at full tilt and took him through a steel gate at Tubergen and Jon Ekerold's younger brother, Peter, retired after being almost killed in an international at Raalte in his third race meeting, just a month after arriving in Europe in 1980. "At the previous meeting at Chimay in Belgium the weather was horrendous with gale-force winds and

heavy rain" he told me. "I remember going down the straight and you were sheltered from the wind by the stone walls on the side of the road, like a tunnel. Then there was a bridge to cross and you had to keep well to the right. As you broke away from the stone walls you had to lean the bike into the wind but it still pushed you back to the other side. It was hairy but it was fun!" Then came Raalte a week later. Peter had qualified third for the 350 race behind Patrick Fernandez and multiple World Champion Anton Mang, and ahead of his brother, Jon, who would take the 350 title that year. "I was looking forward to the race but never got to start because I had my crash in the 250 event. I'd had a really crap start. Those were the days when you had to push-start the bikes and the 250 struggled to fire up so the other guys were long gone when I got started. I think it was about the third lap when one of my then-new mag wheels broke at well over 200 km/h going through a fast

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left-hand sweep. I went through a ditch and into a forest where I hit some trees. I woke up about two days later in hospital." Peter broke his pelvis and hip in three places, as well as suffering multiple fractures to both wrists and a collarbone, but he also ruptured his liver, and that almost killed him. After some weeks of gradual recovery he returned to his wife and children in Pietermaritzburg and retired from racing. "The street circuits were fun but there was very little room for error," he says. "In Chimay the weather made it even worse." Would he race the street circuits again? "Ja, but I don't think I'd have the balls to do the Isle of Man though."

Motorcycle racing in any format has its dangers, but Grand Prix racing has become

much, much safer with improved run-off at closed circuits and top-notch medical facilities. Many racers and spectators still prefer street circuits where mistakes and mechanical failures are punished very severely though, and the competitors are pragmatic about the dangers. John McGuinness, with 21 TT wins under his belt in 2014 spoke of the time that he was first on the scene when his friend Dave Jeffries was killed at the Isle of Man in 2003. "That was really difficult for me," he said. "I wanted to pack it in then. I thought, 'What's the point?' But I spoke to David's wife and she said, 'Carry on and do your job.' I was back on the course at five the next morning. You go home or plod on. That's all there is. I don't think Rossi will be able to imagine what

this is like. It's ridiculous." Tommy Robb, a great racer from the Hailwood era spoke years later of the dangers of racing on the street-based circuits of those days. "I cannot describe the adrenalin of those races", he said. "Afterwards you spoke about the excitement of the danger. You went to Spa [in Belgium], went flat out and knew that if you fell then you were either going to hit a tree or a house."

Perhaps the last word should go to David Jeffries, who won nine TTs before fatally colliding with a telegraph pole in a 260 km/h crash at the TT in 2003. "To succeed on the Island," he told an interviewer earlier, "you have to be totally at ease with yourself, know exactly what you're doing, and accept that you might be going home in a box."



MORE

All three South African World Championship Grand Prix winners – Kork Ballington, Jon Ekerold and Alan North – raced regularly in Grand Prix and lucrative international races on street circuits, and two of them tackled the Isle of Man. Ekerold scored two second places from seven starts but Ballington never rode the island until he did a parade lap as a guest of honor on a 1970's Kawasaki 750 H2R two-stroke triple at the inaugural Classic TT in August 2013. "It was bloody beautiful," he says. "It was a bright sunny day with no rain or mist and the view from

the top of the mountain was distracting so I had to remind myself to watch the road. I enjoyed every minute of it, but I would not try to do 130 miles per hour around there. John McGuinness is playing Russian Roulette and if he keeps doing it it'll get him." Kork, a four-time World Champion and 31-time GP winner was always very aware of safety issues but nevertheless enjoyed many of the dangerous old circuits. "I won my first GP at Montjuic Park and loved it. The challenge of the road circuits was good but places like Opatija (home of the Yugoslavian GP until '77) were beyond ridiculous and some of the

Dutch circuits like Tubergen where Mike Grant crashed were dreadful, especially on the very quick 500s. Spa was such a rush and the ultimate challenge. High-speed precision was what it was about and for modern GP racers that wouldn't be on their list of skill sets. It was what we did though, and that was what the circuits were. We didn't have any other yardstick. For me there was a cut-off point – Opatija was beyond that. We'll never know how many potential champions were killed early on but we know Saarinen was taken out very early in his career." **SB**



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BRIDGESTONE REVIEW TYRE PERFORMANCE AT THE GERMAN GP

Words: MotoGP.com Pics: MotoGP.com

For the third successive year the German Grand Prix was won by Repsol Honda Team's Marc Marquez who took a comfortable victory over teammate Dani Pedrosa and Movistar Yamaha MotoGP's Valentino Rossi, who crossed the finish line in second and third place respectively.

This year's German Grand Prix saw Marquez beat all of the circuit records as he set a new Circuit Best Lap record (1'20.336) in qualifying, a new Circuit Record Lap (1'21.530) on lap 10 of the race, while the overall race time (41'01.087) beat the old record by eleven seconds.

Q&A with Shinji Aoki – Manager, Bridgestone Motorcycle Tyre Development Department.

At this year's German Grand Prix an asymmetric front slick was made available to riders at Sachsenring for the first time. Was this tyre a popular choice and did it perform as you expected it to?

"Recently we have had the riders asking Bridgestone to develop an asymmetric front slick for Sachsenring, so it was a nice technical challenge to deliver what they wanted. This development wasn't easy as no teams use Sachsenring for private testing, so it involved a lot of simulation work based on our existing data for the circuit and we didn't have a chance to test this tyre at this circuit before offering it to the riders. However, I was confident that the asymmetric front slick we developed would be well received and already in the first free practice session at the German Grand Prix some riders were eager to try it. The asymmetric front slick for Sachsenring featured medium compound rubber for the centre and left sections of the tyre, with soft compound rubber on the right shoulder and this ensured good warm-up performance and temperature retention throughout the whole of front tyre. It not only increased rider safety but also proved to work well when track temperatures increased, with nineteen of the twenty-five riders selecting the asymmetric front slick

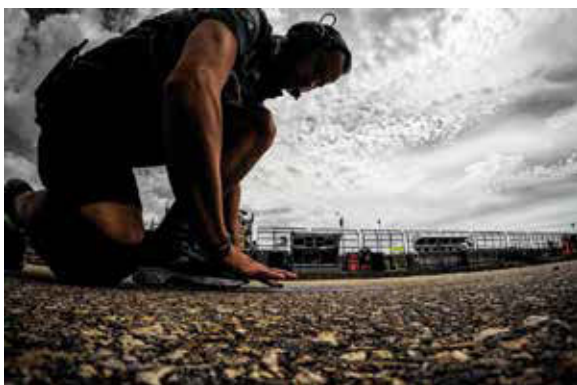
for the race. We had a lot of good feedback from this specification of tyre so our decision to bring this tyre to Sachsenring was definitely justified."

The tyre allocation at the German Grand Prix included four front slick options instead of the regular three options. Why was this change made and do you envisage this occurring at other races this season?

"In previous years we usually offered a hard compound front slick in our German Grand Prix tyre allocation as it is a demanding circuit and is quite abrasive. However, analysing the data from last year we felt that in a regular front tyre allocation, the best options this year were the soft compound for cool conditions and the asymmetric and medium front slicks as the 'main' options. Due to the very hot conditions in the Saxony region leading up to the race and a weather forecast that showed ambient temperatures ranging from 12°C-27°C over the race weekend, we decided to add a fourth front tyre option - the hard compound - into our allocation. The FIM regulations around tyre supply state that the tyre supplier can change the regular allocation to manage extreme conditions so we operated with that clause in mind. It turned out to be a good decision as on race day track temperatures were the hottest over the whole race weekend and it meant riders had another option available to them. Given the extremely unbalanced layout of Sachsenring and the large variation in weather conditions last weekend, I don't think we will need to provide four front tyre options at other rounds this year as three options are usually more than enough. However, we will always work to ensure that the riders have enough options to manage every riding condition and are grateful to the FIM and the teams for helping us efficiently implement our expanded tyre allocation last weekend."

We have seen many new tyre specifications from Bridgestone in the first half of the 2015, can we expect development to continue





at the same pace in the second half of the MotoGP season?

"Bridgestone is committed to continuing development throughout the 2015 MotoGP season and as a result we will see some new tyre developments in the second half of the season. Compared to last year we have changed the rear tyre allocation at many

racers so that in general, our asymmetric rear slicks feature softer compounds than at the corresponding rounds last year. Our asymmetric tyres will also feature at Phillip Island – where a brand new asymmetric front tyre, different to what we offered there last year has been developed – and also at Valencia. Our rear tyre allocation at Phillip

Island will also be brand new for this year and will be specific to this circuit only. With these developments I hope that riders not only enjoy greater levels of safety and control, but that the incredibly fast pace we have seen in the first half of the year continues all the way through to Valencia."



MEMORABLE MOMENTS AND SIGNIFICANT DATES AHEAD OF ROUND 9

Words: MotoGP.com **Pics:** MotoGP.com

Laguna Seca first appeared on the WorldSBK calendar in 1995: a year of dominance for Carl Fogarty, whose path to the title that year been very similar to that so far of Jonathan Rea 20 years later.

The first race victory at Laguna was taken by Anthony Gobert, while championship leader Fogarty had to settle for fifth place, some 25 seconds behind and reporting engine-related problems. Troy Corser won Race 2, with Gobert behind him, while Fogarty's difficult weekend ended in seventh position and over half a minute behind the winner.

Over the next two years, 1996 and 1997, few could match John Kocinski as the American clinched three of the four wins; the only exception was Race 2 in 1996, when he had everything under control until he fell on the final lap.

With Kocinski having left World Superbike in 1998, it was again the turn of Corser at Laguna Seca, but a double was denied thanks to the Race 2 success of Noriyuki Haga.

Corser was again the man to beat in 1999, with a third pole at the venue: a record which still stands. In the race, the Australian found himself unable to fend off the challenge of the Vance & Hines Ducati team: Gobert won Race 1 while Ben Bostrom pleased the local crowd by sealing his first WorldSBK victory in Race 2.

The 2000 edition proved to be a repeat of 1998, with victories for Corser and Haga, while in 2001 Bostrom achieved a popular double; in fact, three of the American's seven career victories came at Laguna Seca.

2002 is always remembered as the season in which Troy Bayliss and Colin Edwards fought in classic style for the title. Laguna reflected this, as the duo shared the two wins.

It took until 2003 for a European rider to claim the top step. The honour went to Frankie Chili, who clinched Race 1 following a crash for Ruben Xaus. Xaus, trying his upmost to keep team-mate Neil Hodgson in touch for the title, would fight back to win the second race from Hodgson.

In 2004, Chris Vermeulen found the sweet spot with Laguna Seca. Riding a Honda, the Australian took Race 1 in front of no less than six Ducati bikes, while in Race 2 the amount of Ducatis behind Vermeulen went up to seven; James Toseland – who went on to claim his maiden title that year – was less than one second behind the winner at the finish, with Regis Laconi completing the rostrum in third position.



1995 Gobert



1996 Kocinski



2002 Edwards and Bayliss

After the 2004 meeting, World Superbike would not return to Laguna Seca until 2013; Tom Sykes clinched the first British victory at the Californian track, while Eugene Laverty would not give in to Davide Giugliano and won Race 2 by just 0.112 seconds.

Last year, Marco Melandri led an Aprilia one-two from team-mate Sylvain Guintoli in Race 1, while Race 2 was stopped twice before Sykes claimed the win. Guintoli ended the day with another second place in what would prove to be his title year.

Notable Laguna Seca facts:

- Three riders have won at Laguna Seca in years they become World Champion: John Kocinski did the double in 1997, Colin Edwards won Race 2 in 2002 and Tom Sykes won Race 1 in 2013.

- Australian riders have been more successful

than any other nationality at Laguna Seca, with 9 wins followed by the USA's 7. No other nation has more than two wins to its name, although two have been achieved by three countries: Japan, Italy and Great Britain. The Republic of Ireland and Spain have one win apiece.

- The riders with most Laguna Seca victories to their names have each won at the track three times: John Kocinski, Ben Bostrum, Anthony Gobert and Troy Corser.

- Italian Frankie Chili was the only rider who competed in all 20 races that took place at Laguna Seca during its first stint on the calendar, from 1995 to 2004.

- The only rider to have started from pole position at Laguna Seca on more than one occasion is Troy Corser (3 poles); each of the other nine pole-sitters have clinched the top grid spot only once.



1999 Corser



1998 Haga



2003 Chili



2004 Vermeulen and Toseland



2013 Sykes and Laverty

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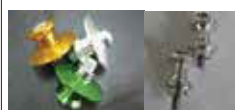
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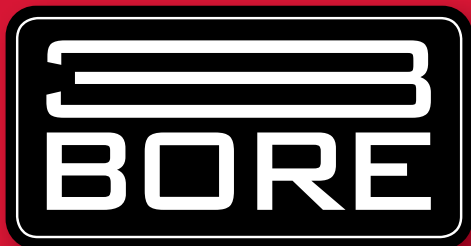
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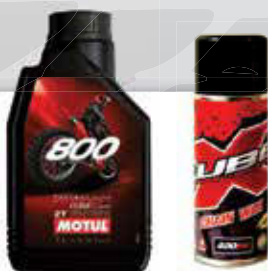


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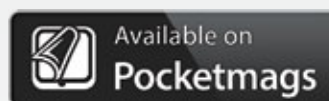
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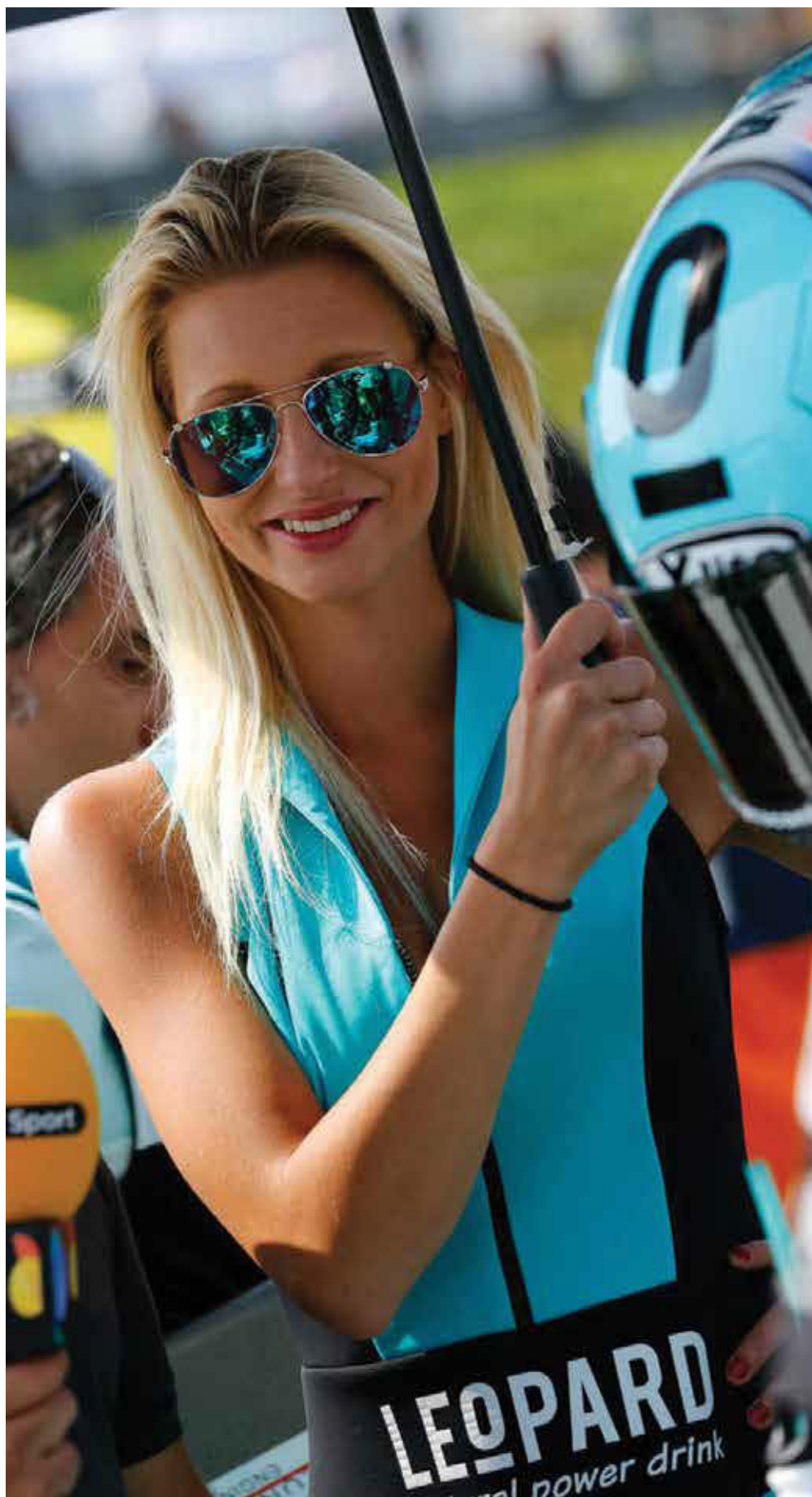
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Power: 201hp
Torque: 115Nm
Weight: 179kg
Seat Height: 845mm
Fuel Capacity: 17L

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Power: 201hp
Torque: 115Nm
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Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD TRAVEL PACK R169 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD RALLY R189 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

TUONO V4 1100 RR R179 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

TUONO V4R FACTORY R219 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
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Fuel Capacity: 18.5L



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DB1 R499 000



Engine: 1198cc
Power: 162hp
Torque: 131Nm
Weight: 175kg
Seat Height: 800mm
Fuel Capacity: 18L

TESI 3D NAKED R399 000



Engine: 1078cc
Power: 100hp
Torque: 94Nm
Weight: 167kg
Seat Height: 780mm
Fuel Capacity: 16L

DB9 BRIVIDO R399 000



Engine: 1198cc
Power: 162hp
Torque: 128Nm
Weight: 174kg
Seat Height: 800mm
Fuel Capacity: 18L

BE3 R449 900



Engine: 999cc
Power: 190hp
Torque: 112Nm
Weight: 179kg
Seat Height: 820mm
Fuel Capacity: 17L

DB5R R259 900



Engine: 1078cc
Power: 98hp
Torque: 105Nm
Weight: 169kg
Seat Height: n/a
Fuel Capacity: 16L

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C 600 SPORT R138 950



Engine: 647cc
Power: 60hp
Torque: 66Nm
Weight: 445kg
Seat Height: 810mm
Fuel Capacity: 16L
C650GT: R147,950

G 650 GS R94 990



Engine: 652cc
Power: 48hp
Torque: 60Nm
Weight: 192kg (w)
Seat Height: 780mm
Fuel Capacity: 14L

G 650 GS SERTÃO R96 260



Engine: 652cc
Power: 48hp
Torque: 60Nm
Weight: 193kg
Seat Height: 860mm
Fuel Capacity: 14L

F 700 GS R128 100



Engine: 798cc
Power: 75hp
Torque: 77Nm
Weight: 209kg (w)
Seat Height: 820mm
Fuel Capacity: 16L

F 800 GS R137 345




Engine: 798cc
Power: 85hp
Torque: 83Nm
Weight: 214kg (w)
Seat Height: 880mm
Fuel Capacity: 16L

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F 800 GT **R142 585**



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: n/a
Seat Height: 800mm
Fuel Capacity: 15L

F 800 R **R124 800**



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: 202kg
Seat Height: 790mm
Fuel Capacity: 15L

F 800 GS ADV **R155 480**



Engine: 798cc
Power: 85hp
Torque: 83Nm
Weight: 229kg (w)
Seat Height: 890mm
Fuel Capacity: 24L

R 1200 GS LIQUID-COOLED **R197 015**



Engine: 1,170cc
Power: 123hp
Torque: 125Nm
Weight: 238kg
Seat Height: 850/870mm
Fuel Capacity: 20L

R 1200 GS ADVENTURE-LC **R217 170**



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L


R 1200 GS TROPHY **R164 920**



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L


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R 1200 R STYLE 1 **R175 350**




Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 R STYLE 2 **R176 350**



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 RS STYLE 1 **R173 750**




Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R 1200 RS STYLE 2 **R176 250**



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R nineT **R159 000**



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 208kg
Seat Height: 785mm
Fuel Capacity: 18L


K 1300 S **R197 985**



Engine: 1,293cc
Power: 175hp
Torque: 140Nm
Weight: 228kg (d)
Seat Height: 820mm
Fuel Capacity: 19L

K 1300 S Motorsport: R221 900

K 1600 GT **R229 800**



Engine: 1,649cc
Power: 158hp
Torque: 175Nm
Weight: 306kg (d)
Seat Height: 810/830mm
Fuel Capacity: 24L

K 1600 GT Sport: R233 600


K 1600 GTL **R257 990**



Engine: 1,649cc
Power: 158hp
Torque: 140Nm
Weight: 321kg (d)
Seat Height: 820/830mm
Fuel Capacity: 24L


K 1600 GTL Exclusive: R289 500

S 1000 XR **R209 650**




Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 228kg
Seat Height: 840mm
Fuel Capacity: 20L

S 1000 R **R178 845**



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 207kg
Seat Height: 814mm
Fuel Capacity: 17.5L

S 1000 RR **R214 550**



Engine: 999cc
Power: 193hp
Torque: 112Nm
Weight: 178kg (d)
Seat Height: 820mm
Fuel Capacity: 17.5L


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CAFÉ 600 **R69 990**



Engine: 599cc
Power: 76hp
Torque: 55Nm
Weight: 190kg (d)
Seat Height: 790mm
Fuel Capacity: 18L

TREK 1130 **R124 990**



Engine: 1,131cc
Power: 132hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 850mm
Fuel Capacity: 22L

TREK AMAZONAS 1130 **R114 990**



Engine: 1,131cc
Power: 137hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 860mm
Fuel Capacity: 22L

CAFÉ RACER 1130 **R109 990**



Engine: 1,131cc
Power: 137hp
Torque: 120Nm
Weight: 195kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

TNT 160 - 1130 CARBON **R139 990**



Engine: 1,131cc
Power: 158hp
Torque: 120Nm
Weight: 199kg (d)
Seat Height: 830mm
Fuel Capacity: 17L



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Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

HYPERMOTARD BLACK **R140 000**



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L


























HYPERMOTARD SP **R159 500**



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 171kg
Seat Height: 870mm
Fuel Capacity: 16L

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 MONSTER 1200 R169 000 Engine: 1198.4cc Power: 135hp Torque: 118Nm Weight: 182kg Seat Height: 785-810mm Fuel Capacity: 17.5L	 MTS 1200 S TOURING WHITE R251 000 Engine: 1,198cc Power: 150hp Torque: 124Nm Weight: 217kg Seat Height: 850mm Fuel Capacity: 20L	 1299 PANIGALE S R269 000 Engine: 1,285cc Power: 205hp Torque: 144.6Nm Weight: 166.5kg Seat Height: 830mm Fuel Capacity: 17L
 MONSTER 1200S RED R198 000 Engine: 1198.4cc Power: 145hp Torque: 125Nm Weight: 182kg Seat Height: 785-810mm Fuel Capacity: 17.5L	 DIAVEL DARK R219 000 Engine: 1198.4cc Power: 162hp Torque: 131Nm Weight: 210kg Seat Height: 770mm Fuel Capacity: 17L	 PANIGALE R R389 000 Engine: 1,198cc Power: 205hp Torque: 136.2Nm Weight: 162kg Seat Height: 830mm Fuel Capacity: 17L
 MONSTER 1200S WHITE R199 000 Engine: 1198.4cc Power: 145hp Torque: 125Nm Weight: 182kg Seat Height: 785-810mm Fuel Capacity: 17.5L	 DIAVEL CARBON RED R258 000 Engine: 1198.4cc Power: 162hp Torque: 131Nm Weight: 210kg Seat Height: 770mm Fuel Capacity: 17L	
 MONSTER 1200S RED STRIPE R210 000 Engine: 1198.4cc Power: 145hp Torque: 125Nm Weight: 182kg Seat Height: 785-810mm Fuel Capacity: 17.5L	 DIAVEL CARBON WHITE R259 000 Engine: 1198.4cc Power: 162hp Torque: 131Nm Weight: 210kg Seat Height: 770mm Fuel Capacity: 17L	

DRP
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SCRAMBLER DUCATI ICON RED R117 000  <p>Engine: 803cc Power: 75hp Torque: 68Nm Weight: 176kg Seat Height: 790mm Fuel Capacity: 13.5L</p>	HARLEY-DAVIDSON SEVENTY TWO R133 000  <p>Engine: 1,202cc Power: n/a Torque: 96Nm Weight: 255kg Seat Height: 710mm Fuel Capacity: 7.9L</p>	HARLEY-DAVIDSON HERITAGE R254 995  <p>Engine: 1,690cc Power: n/a Torque: 130Nm Weight: 327kg Seat Height: 690mm Fuel Capacity: 18.9L</p>
SCRAMBLER DUCATI ICON YELLOW R118 500  <p>Engine: 803cc Power: 75hp Torque: 68Nm Weight: 176kg Seat Height: 790mm Fuel Capacity: 13.5L</p>	HARLEY-DAVIDSON FORTY EIGHT R131 995  <p>Engine: 1,202cc Power: n/a Torque: 96Nm Weight: 255kg Seat Height: 710mm Fuel Capacity: 7.9L</p>	HARLEY-DAVIDSON DELUXE R249 995  <p>Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 318kg Seat Height: 670mm Fuel Capacity: 18.9L</p>
SCRAMBLER DUCATI CLASSIC R137 000  <p>Engine: 803cc Power: 75hp Torque: 68Nm Weight: 176kg Seat Height: 790mm Fuel Capacity: 13.5L</p>	HARLEY-DAVIDSON STREET BOB R169 495  <p>Engine: 1,690cc Power: n/a Torque: 130Nm Weight: 291kg Seat Height: 680mm Fuel Capacity: 17.8L</p>	HARLEY-DAVIDSON BREAKOUT R249 995  <p>Engine: 1,690cc Power: n/a Torque: 130Nm Weight: 309kg Seat Height: 660mm Fuel Capacity: 18.9L</p>
SCRAMBLER DUCATI URBAN ENDURO R137 000  <p>Engine: 803cc Power: 75hp Torque: 68Nm Weight: 176kg Seat Height: 790mm Fuel Capacity: 13.5L</p>	HARLEY-DAVIDSON LOW RIDER R185 000  <p>Engine: 1,690cc Power: n/a Torque: 126Nm Weight: 292kg Seat Height: 680mm Fuel Capacity: 17.8L</p>	HARLEY-DAVIDSON MUSCLE R222 000  <p>Engine: 1,247cc Power: n/a Torque: 115Nm Weight: 292kg Seat Height: 705mm Fuel Capacity: 18.9L</p>
SCRAMBLER DUCATI FULL THROTTLE R137 000  <p>Engine: 803cc Power: 75hp Torque: 68Nm Weight: 176kg Seat Height: 790mm Fuel Capacity: 13.5L</p>	HARLEY-DAVIDSON WIDE GLIDE R194 995  <p>Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 295kg Seat Height: 680mm Fuel Capacity: 17.8L</p>	HARLEY-DAVIDSON NIGHT ROD SPECIAL R204 995  <p>Engine: 1,247cc Power: n/a Torque: 111Nm Weight: 289kg Seat Height: 675mm Fuel Capacity: 18.9L</p>
 www.harley-davidson.com		
HARLEY-DAVIDSON SUPER LOW R99 995  <p>Engine: 883cc Power: n/a Torque: 70Nm Weight: 245kg Seat Height: 695mm Fuel Capacity: 17L</p>	HARLEY-DAVIDSON FAT BOB R199 995  <p>Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 306kg Seat Height: 690mm Fuel Capacity: 18.9L</p>	HARLEY-DAVIDSON ROAD KING CLASSIC R277 000  <p>Engine: 1,690cc Power: n/a Torque: 138Nm Weight: 353kg Seat Height: 715mm Fuel Capacity: 22.7L</p>
HARLEY-DAVIDSON SPORTSTER 883 IRON R106 000  <p>Engine: 883cc Power: n/a Torque: 70Nm Weight: 245kg Seat Height: 735mm Fuel Capacity: 12.5L</p>	HARLEY-DAVIDSON SWITCHBACK R209 995  <p>Engine: 1,690cc Power: n/a Torque: 126Nm Weight: 319kg Seat Height: 695mm Fuel Capacity: 17.8L</p>	HARLEY-DAVIDSON STREET GLIDE SPECIAL R299 995  <p>Engine: 1,690cc Power: n/a Torque: 138Nm Weight: 356kg Seat Height: 695mm Fuel Capacity: 22.7L</p>
HARLEY-DAVIDSON SPORTSTER CUSTOM R132 995  <p>Engine: 1,202cc Power: n/a Torque: 96Nm Weight: 255kg Seat Height: 710mm Fuel Capacity: 17L</p>	HARLEY-DAVIDSON SLIM R224 995  <p>Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 305kg Seat Height: 650mm Fuel Capacity: 18.9L</p>	HARLEY-DAVIDSON ROAD GLIDE SPECIAL R309 995  <p>Engine: 1,690cc Power: n/a Torque: 138Nm Weight: 369kg Seat Height: 696mm Fuel Capacity: 22.7L</p>
	HARLEY-DAVIDSON FAT BOY SPECIAL R249 995  <p>Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 318kg Seat Height: 670mm Fuel Capacity: 18.9L</p>	HARLEY-DAVIDSON CVO DELUXE R334 995  <p>Engine: 1,801cc Power: n/a Torque: 156Nm Weight: 380kg Seat Height: 690mm Fuel Capacity: 22.7L</p>

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CVO STREET GLIDE R384 995


Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 380kg
Seat Height: 690mm
Fuel Capacity: 22.7L

CVO LIMITED R429 995


Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 416kg
Seat Height: 740mm
Fuel Capacity: 22.7L

CVO ROAD GLIDE ULTRA R434 995


Engine: 1,801cc
Power: n/a
Torque: 156Nm
Weight: 422kg
Seat Height: 755mm
Fuel Capacity: 22.7L



www.honda.co.za

ELITE R18 490


Engine: 153cc
Power: 8.4hp
Torque: 8.7Nm
Weight: 102kg
Seat Height: 755mm
Fuel Capacity: 5.5L

MSX125 R35 490


Engine: 124.9cc
Power: 9.8hp
Torque: 10.9Nm
Weight: 101kg
Seat Height: 765mm
Fuel Capacity: 5.8L

CBR125R R43 990


Engine: 124.7cc
Power: 13hp
Torque: 10.1Nm
Weight: 137kg
Seat Height: 795mm
Fuel Capacity: 13L

XR125L R20 990


Engine: 124cc
Power: 11hp
Torque: 10.6Nm
Weight: 120kg
Seat Height: 825mm
Fuel Capacity: 12L

PCX150 R38 490


Engine: 153cc
Power: 13.6hp
Torque: 14Nm
Weight: 129kg
Seat Height: 760mm
Fuel Capacity: 5.9L

XR150L R23 490


Engine: 149cc
Power: n/a
Torque: n/a
Weight: 129kg
Seat Height: 825mm
Fuel Capacity: 12L

CRF250L R56 490


Engine: 250cc
Power: 22hp
Torque: 22Nm
Weight: 144kg
Seat Height: 875mm
Fuel Capacity: 7.7L

INTEGRA R99 990


Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 238kg
Seat Height: 790mm
Fuel Capacity: 14.1L
Integra Traveller: R111 990

CBR500R R78 990


Engine: 471cc
Power: 46.2hp
Torque: 43Nm
Weight: 137kg
Seat Height: 790mm
Fuel Capacity: 15.7L

CBR600RR R139 990


Engine: 599cc
Power: 118hp
Torque: 66Nm
Weight: 186kg
Seat Height: 823mm
Fuel Capacity: 18.1L

NC750X R89 990


Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 219kg
Seat Height: 830mm
Fuel Capacity: 14.1L
NC750DCT: R99 990

CBR1000RR R174 990


Engine: 999.8cc
Power: 175hp
Torque: 112Nm
Weight: 200kg
Seat Height: 820mm
Fuel Capacity: 17.7L
CBR1000SP: R205 990

CBT100A R135 990


Engine: 1,140cc
Power: 89.7hp
Torque: 93Nm
Weight: 248kg
Seat Height: 795mm
Fuel Capacity: 14.6L

VFR1200X R173 490


Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD: R184 490

VFR1200X ADVENTURE R194 990


Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD Adventure: R206 990

VFR1200F R196 990


Engine: 1,237cc
Power: 170hp
Torque: 129Nm
Weight: 267kg
Seat Height: 815mm
Fuel Capacity: 18.5L
VFR1200FD: R202 990



www.cayenne.co.za

X5 R39 900


Engine: 249cc
Power: 28hp
Torque: 26Nm
Weight: 155kg
Seat Height: 780mm
Fuel Capacity: 11L

X5R R45 900


Engine: 249cc
Power: 28hp
Torque: 26Nm
Weight: 155kg
Seat Height: 780mm
Fuel Capacity: 11L



www.indianmotorcycle.co.za

CHIEF® CLASSIC FROM R299 900


Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 370kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEF® VINTAGE FROM R335 000


Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 379kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEFTAIN™ R359 900


Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 385kg
Seat Height: n/a
Fuel Capacity: 20.8L

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SCOUT™ FROM R159 900



Engine: 1,133cc
Power: 100hp
Torque: 98Nm
Weight: 253kg
Seat Height: 673mm
Fuel Capacity: 12.5L

ROADMANSTER™ FROM R425 000



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 421kg
Seat Height: n/a
Fuel Capacity: 20.8L

Kawasaki

www.kawasakis.co.za

NINJA 250SE R52 995



Engine: 249cc
Power: 32hp
Torque: 22Nm
Weight: 154kg
Seat Height: 775mm
Fuel Capacity: 17L

NINJA 300R 30TH R64 995



Engine: 296cc
Power: 39hp
Torque: 27Nm
Weight: 172kg
Seat Height: 785mm
Fuel Capacity: 17L

ER650n R85 995



Engine: 649cc
Power: 71hp
Torque: 64Nm
Weight: 204kg
Seat Height: 805mm
Fuel Capacity: 16L

ER650f R89 995



Engine: 649cc
Power: 71hp
Torque: 64Nm
Weight: 204kg (w)
Seat Height: 805mm
Fuel Capacity: 16L

Z300 R59 995



Engine: 998cc
Power: 39hp
Torque: 27Nm
Weight: 168kg
Seat Height: 785mm
Fuel Capacity: 17L

Z800 R85 995



Engine: 806cc
Power: n/a
Torque: n/a
Weight: 231kg
Seat Height: 834mm
Fuel Capacity: 17L

Z1000 R139 995



Engine: 1,043cc
Power: 140hp
Torque: 110Nm
Weight: 220kg (w)
Seat Height: 815mm
Fuel Capacity: 17L
Z1000 ABS version: R144 995

Z1000SX R149 995



Engine: 1,043cc
Power: 136hp
Torque: 110Nm
Weight: 228kg (w)
Seat Height: 820mm
Fuel Capacity: 19L

VERSYS R145 995



Engine: 1,043cc
Power: 136hp
Torque: n/a
Weight: n/a
Seat Height: 840mm
Fuel Capacity: 21L

ZX6-R R120 995



Engine: 599cc
Power: 126hp
Torque: 66.7Nm
Weight: 191kg (w)
Seat Height: 815mm
Fuel Capacity: 17L

ZX-6 636 R121 995



Engine: 636cc
Power: 128hp
Torque: 71Nm
Weight: 192kg (w)
Seat Height: 830mm
Fuel Capacity: 17L

ZX-6 636 30TH R124 995



Engine: 636cc
Power: 128hp
Torque: 71Nm
Weight: 192kg (w)
Seat Height: 830mm
Fuel Capacity: 17L
ABS version: R129,995

ZX10-R STD R169 995



Engine: 998cc
Power: 197hp
Torque: 112Nm
Weight: 198kg (w)
Seat Height: 813mm
Fuel Capacity: 17L

ZX10-R 30TH R175 995



Engine: 998cc
Power: 197hp
Torque: 112Nm
Weight: 198kg (w)
Seat Height: 813mm
Fuel Capacity: 17L
ABS 30th year Version: R179 995

H2 R310 000



Engine: 998cc
Power: 207hp
Torque: 140Nm
Weight: 238kg (w)
Seat Height: 825mm
Fuel Capacity: 17L

H2R R630 000



Engine: 998cc
Power: 321hp
Torque: 165Nm
Weight: 216kg (w)
Seat Height: 830mm
Fuel Capacity: 17L

ZX-14R NINJA R174 995



Engine: 1,441cc
Power: 197hp
Torque: 162Nm
Weight: 265kg (w)
Seat Height: 800mm
Fuel Capacity: 22L
ZX-14 R ABS: R189 995

ZZR1400 OHLINS SE R195 995



Engine: 1,441cc
Power: 197hp
Torque: 162Nm
Weight: 265kg (w)
Seat Height: 800mm
Fuel Capacity: 22L

GTR1400 R189 995



Engine: 1,352cc
Power: 155hp
Torque: 136Nm
Weight: 300kg
Seat Height: 815mm
Fuel Capacity: 22L

EN650 VULCAN R85 995



Engine: 649cc
Power: n/a
Torque: n/a
Weight: 226kg
Seat Height: 706mm
Fuel Capacity: 14L

VN900 CLASSIC R99 995



Engine: 903cc
Power: n/a
Torque: 78Nm
Weight: 281kg
Seat Height: 680mm
Fuel Capacity: 20L

VN900 CUSTOM R104 995



Engine: 651cc
Power: 59hp
Torque: 50Nm
Weight: 276kg
Seat Height: 685mm
Fuel Capacity: 22.1L



www.ktm.com

125 DUKE R44 999



Engine: 124.7cc
Power: 15hp
Torque: 12Nm
Weight: 125kg
Seat Height: 800mm
Fuel Capacity: 11L

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200 DUKE R46 999


Engine: 199.5cc
Power: 26hp
Torque: 20Nm
Weight: 126kg
Seat Height: 800mm
Fuel Capacity: 11L

Non-ABS version also available

390 DUKE R58 999


Engine: 375cc
Power: 43hp
Torque: 35Nm
Weight: 147kg
Seat Height: 800mm
Fuel Capacity: 11L

690 DUKE R99 999


Engine: 690cc
Power: 70hp
Torque: 70Nm
Weight: 149.5kg
Seat Height: 835mm
Fuel Capacity: 14L

690 DUKE R R119 999


Engine: 690cc
Power: 70hp
Torque: 70Nm
Weight: 149.5kg
Seat Height: 865mm
Fuel Capacity: 14L

1290 SUPER DUKE R R189 999


Engine: 1,301cc
Power: 180hp
Torque: 144Nm
Weight: 189kg
Seat Height: 835mm
Fuel Capacity: 18L

690 SMC R R113 999


Engine: 690cc
Power: 66hp
Torque: 68Nm
Weight: 139kg
Seat Height: 890mm
Fuel Capacity: 12L

690 ENDURO R R113 999


Engine: 653.7cc
Power: 63hp
Torque: 65Nm
Weight: 138.5kg
Seat Height: 910mm
Fuel Capacity: 12L

1050 ADVENTURE R139 999


Engine: 1,050cc
Power: 95hp
Torque: 107Nm
Weight: 212kg(d)
Seat Height: 850mm
Fuel Capacity: 23L

1190 ADVENTURE R185 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg(w)
Seat Height: 860/875mm
Fuel Capacity: 23L

1190 ADVENTURE R R187 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg(w)
Seat Height: 890mm
Fuel Capacity: 23L

1290 SUPER ADVENTURE R219 999


Engine: 1,301cc
Power: 160hp
Torque: n/a
Weight: 229kg
Seat Height: 860/875mm
Fuel Capacity: 30L

RC 125 R48 999


Engine: 124.7cc
Power: 15hp
Torque: n/a
Weight: 135kg
Seat Height: 820mm
Fuel Capacity: 10L

RC 390 R62 999


Engine: 373.2cc
Power: 43hp
Torque: n/a
Weight: 147kg
Seat Height: 820mm
Fuel Capacity: 10L

1190 RC8 R R189 999


Engine: 1,195cc
Power: 175hp
Torque: 127Nm
Weight: 182kg
Seat Height: 805mm
Fuel Capacity: 16.5L

V7 II CAFÉ RACER R139 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

CUSTOM ABS TCS R199 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

AUDACE ABS TCS R209 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

ELDORADO ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING SE R239 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg(d)
Seat Height: 740mm
Fuel Capacity: 20.5L

GRISO 8V SE R169 900


Engine: 1,151cc
Power: 110hp
Torque: 110Nm
Weight: 222kg(d)
Seat Height: 800mm
Fuel Capacity: 16.7L



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Free 3 year service plan on all 2015 models sold

V7 II STONE R109 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SPECIAL R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SCRAMBLER R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg(w)
Seat Height: 805mm
Fuel Capacity: 22L

F3 675 EAS ABS R139 900


Engine: 675cc
Power: 128hp
Torque: 71Nm
Weight: 173kg(d)
Seat Height: 805mm
Fuel Capacity: 16.5L

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F3 800 EAS ABS R169 900




Engine: 798cc
Power: 148hp
Torque: 88Nm
Weight: 173kg (d)
Seat Height: 805mm
Fuel Capacity: 16.5L

F4 ABS R189 900




Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 805mm
Fuel Capacity: 17L

F4 R ABS R209 900




Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

F4 RR ABS R259 900




Engine: 998cc
Power: 201hp
Torque: 111Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

B3 800 EAS II ABS R129 900



Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

BRUTALE 1090 R139 900



Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 R R149 900




Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 RR R179 900




Engine: 1,078cc
Power: 158hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE CORSA R199 900




Engine: 1,078cc
Power: 156hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

DRAGSTER R159 900




Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

DRAGSTER RR R189 900




Engine: 798cc
Power: 140hp
Torque: 86Nm
Weight: 168kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

RIVALE 800 R139 900




Engine: 798cc
Power: 125hp
Torque: 84Nm
Weight: 178kg (d)
Seat Height: 881mm
Fuel Capacity: 12.9L

STRADALE R159 900



Engine: 798cc
Power: 115hp
Torque: 79Nm
Weight: 181kg (d)
Seat Height: 870mm
Fuel Capacity: 16L

TURISMO VELOCE R189 900



Engine: 798cc
Power: 110hp
Torque: 80Nm
Weight: 191kg (d)
Seat Height: 850mm
Fuel Capacity: 20L

ROYAL ENFIELD

www.royalenfield.co.za

CLASSIC 500 R47 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC MILITARY R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC CHROME R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

GT CAFE RACER R69 990



Engine: 535cc
Power: 29.1bhp
Torque: 44Nm
Weight: 184kg
Seat Height: 800mm
Fuel Capacity: 13.5L



ANG50A R116 500



Engine: 638cc
Power: n/a
Torque: n/a
Weight: 277kg (w)
Seat Height: 755mm
Fuel Capacity: 15L

RV125 VAN VAN R35 950



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 128kg
Seat Height: 770mm
Fuel Capacity: 6.5L

GW250 INAZUMA R46 900




Engine: 248cc
Power: n/a
Torque: n/a
Weight: 183kg (w)
Seat Height: 790mm
Fuel Capacity: 13.3L

DL650XAL5 R94 950



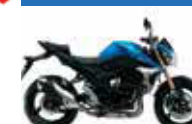
Engine: 645cc
Power: n/a
Torque: n/a
Weight: 214kg (w)
Seat Height: 835mm
Fuel Capacity: 20L
DL650A mag wheel: R89 950

DL1000A R139 900



Engine: 1,033cc
Power: 101hp
Torque: 103Nm
Weight: 228kg
Seat Height: 850mm
Fuel Capacity: 20L

GSR750 R94 999



Engine: 749cc
Power: n/a
Torque: n/a
Weight: 215kg
Seat Height: 815mm
Fuel Capacity: 17.5L

GSX1250FA GT R126 500



Engine: 1,255cc
Power: n/a
Torque: n/a
Weight: 259kg (w)
Seat Height: 805mm
Fuel Capacity: 19L

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GSX-R750 R139 999



Engine: 750cc
Power: n/a
Torque: n/a
Weight: 190kg
Seat Height: 810mm
Fuel Capacity: 17L

GSX-R1000 R162 000



Engine: 999cc
Power: n/a
Torque: n/a
Weight: 203kg (w)
Seat Height: 810mm
Fuel Capacity: 17.5L

GSX1300RALS R173 900



Engine: 1,340cc
Power: n/a
Torque: n/a
Weight: 260kg (w)
Seat Height: 805mm
Fuel Capacity: 21L

VL1500BT R141 900



Engine: 1,462cc
Power: n/a
Torque: n/a
Weight: 363kg
Seat Height: 720mm
Fuel Capacity: 18L

VZR1800 R168 900



Engine: 1,783cc
Power: n/a
Torque: n/a
Weight: 347kg (w)
Seat Height: 705mm
Fuel Capacity: 19.5L

TRIUMPH

www.triumphmotorcycles.co.za

DAYTONA 675 R R149 500



Engine: 675cc
Power: 126hp
Torque: 74Nm
Weight: 184kg
Seat Height: 830mm
Fuel Capacity: 17.4L

STREET TRIPLE R R110 500



Engine: 675cc
Power: 105hp
Torque: 68Nm
Weight: 182kg
Seat Height: 820mm
Fuel Capacity: 17.4L
Street Triple Rx: R126 500

SPEED TRIPLE R R149 500



Engine: 1,050cc
Power: 133hp
Torque: 111Nm
Weight: 212kg
Seat Height: 825mm
Fuel Capacity: 17.5L

TROPHY SE R179 500



Engine: 1,215cc
Power: 132hp
Torque: 120Nm
Weight: 301kg
Seat Height: 800mm
Fuel Capacity: 26L

BONNEVILLE T100 R107 500



Engine: 865cc
Power: 67hp
Torque: 68Nm
Weight: 230kg
Seat Height: 775mm
Fuel Capacity: 16L
Bonneville T214: R112 500

SCRAMBLER R107 500



Engine: 865cc
Power: 58hp
Torque: 68Nm
Weight: 230kg
Seat Height: 825mm
Fuel Capacity: 16L

THRUXTON R107 500



Engine: 865cc
Power: 68hp
Torque: 69Nm
Weight: 230kg
Seat Height: 820mm
Fuel Capacity: 16L
Thruxton Ace Cafe: R112 500

AMERICA LT R105 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 270kg
Seat Height: 690mm
Fuel Capacity: 19.3L

SPEEDMASTER R99 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 250kg
Seat Height: 690mm
Fuel Capacity: 19.3L

THUNDERBIRD COMMANDER R195 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 317kg
Seat Height: 700mm
Fuel Capacity: 22L

THUNDERBIRD LT R212 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 349kg
Seat Height: 700mm
Fuel Capacity: 22L

ROCKET III ROADSTER R199 500



Engine: 2,294cc
Power: 146hp
Torque: 221Nm
Weight: 367kg
Seat Height: 750mm
Fuel Capacity: 24 L

TIGER 800 XRr R127 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 210kg
Seat Height: 810mm
Fuel Capacity: 19L

TIGER 800 XCx R139 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 215kg
Seat Height: 845mm
Fuel Capacity: 19L

TIGER 1200 EXPLORER R164 500



Engine: 1,215cc
Power: 135hp
Torque: 121Nm
Weight: 259kg
Seat Height: 837mm
Fuel Capacity: 20L

TIGER 1050 SPORT 2015 R139 500



Engine: 1,050cc
Power: 123hp
Torque: 104Nm
Weight: 235kg
Seat Height: 830mm
Fuel Capacity: 20L
2014 model: R129 500



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MAGNUM FROM R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 345kg
Seat Height: 654mm
Fuel Capacity: 22L

CROSS COUNTRY TOUR R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 384kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

VISION TOUR R349 900



Engine: 1,731cc
Power: 96hp
Torque: 147Nm
Weight: 394kg (dry)
Seat Height: 673mm
Fuel Capacity: 22.7L

CROSS COUNTRY R289 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 347kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

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JUDGE R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg
Seat Height: 658mm
Fuel Capacity: 17L

HIGH BALL R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L

HAMMER 8 BALL R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 660mm
Fuel Capacity: 17L

VEGAS 8 BALL R179 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 290kg (dry)
Seat Height: 640mm
Fuel Capacity: 17L

BOARDWALK R235 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 307kg (dry)
Seat Height: 658mm
Fuel Capacity: 17.8L

HAMMER S R229 000



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 673mm
Fuel Capacity: 17L

GUNNER R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L



www.yamaha.co.za

YW125 R34 950



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 121kg
Seat Height: 780mm
Fuel Capacity: 6L

MW 125 TRICITY R47 950



Engine: 124.8cc
Power: 11hp
Torque: 10.4Nm
Weight: 152kg
Seat Height: 780mm
Fuel Capacity: 6.6L

TMAX 500 R94 950



Engine: 530cc
Power: 45.8hp
Torque: 52.3Nm
Weight: 208kg
Seat Height: 800mm
Fuel Capacity: 15L

FZ6-R (XJ6) R84 950



Engine: 600cc
Power: n/a
Torque: n/a
Weight: 217kg
Seat Height: 785mm
Fuel Capacity: 17L

XT 660R R79 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 181kg
Seat Height: 865mm
Fuel Capacity: 15L

XT 660Z R99 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 206kg
Seat Height: 895mm
Fuel Capacity: 23L

XT 1200Z FROM R154 950



Engine: 1,199cc
Power: 110bhp
Torque: 114Nm
Weight: 261kg
Seat Height: 845mm
Fuel Capacity: 23L

MT-07 R94 950



Engine: 689cc
Power: 73hp
Torque: 68Nm
Weight: 179kg
Seat Height: 805mm
Fuel Capacity: 14L

MT-09 R117 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 188kg
Seat Height: 815mm
Fuel Capacity: 14L

MT-09 TRACER R124 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 210kg
Seat Height: 845/860mm
Fuel Capacity: 18L

YZF-R6 R119 950



Engine: 599cc
Power: 130hp
Torque: n/a
Weight: 189kg
Seat Height: 850mm
Fuel Capacity: 17L

YZF-R1 TBA



Engine: 998cc
Power: 200hp
Torque: 112.4Nm
Weight: 199kg
Seat Height: 855mm
Fuel Capacity: 17L

FJR 1300 R179 950



Engine: 1,298cc
Power: 145hp
Torque: 125Nm
Weight: 264kg
Seat Height: 805mm
Fuel Capacity: 25L

XVS 1300 STRYKER R129 950



Engine: 1,311cc
Power: n/a
Torque: n/a
Weight: 293kg
Seat Height: 670mm
Fuel Capacity: 15.1L

BOLT R114 950



Engine: 942cc
Power: n/a
Torque: 80Nm
Weight: 247kg
Seat Height: 690mm
Fuel Capacity: 12L
Bolt R version: R119 950



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S R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 171kg
Seat Height: 807mm
Fuel Capacity: n/a

DS R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 173kg
Seat Height: 843mm
Fuel Capacity: n/a

SR R159 900



Engine: n/a
Power: 67hp
Torque: 144Nm
Weight: 188kg
Seat Height: 807mm
Fuel Capacity: n/a

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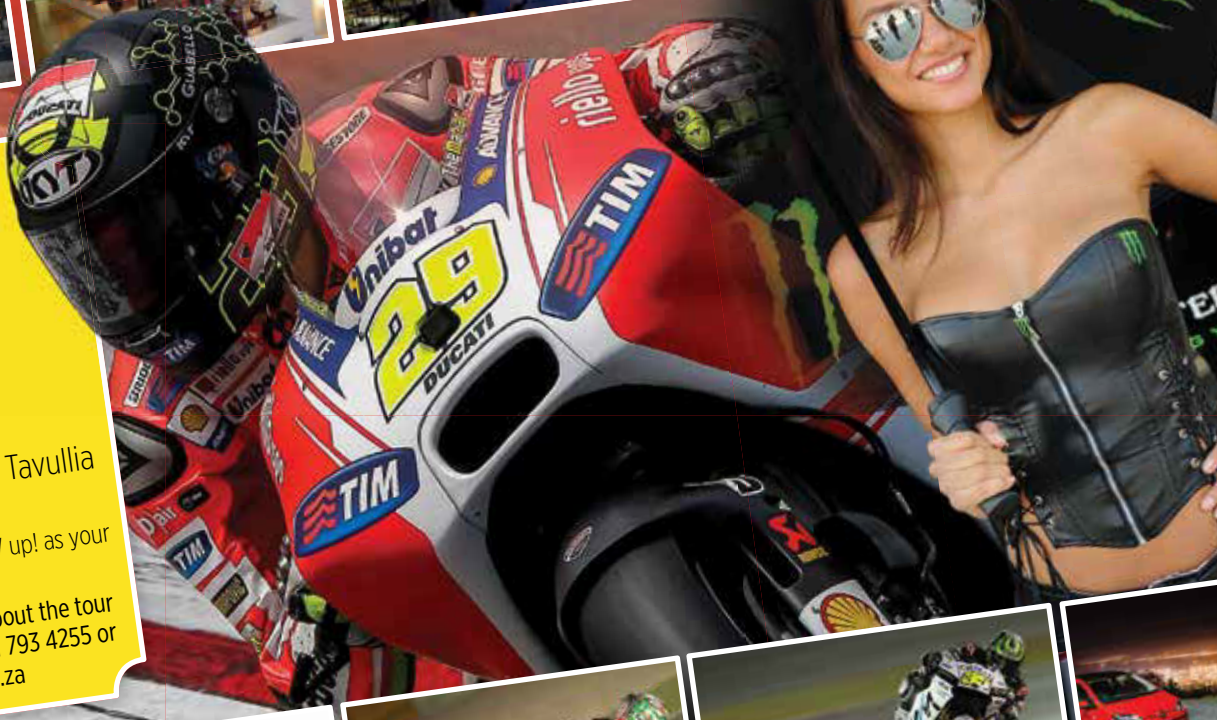


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